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## The Daily Press.

HONGKONG, AUGUST 20th, 1914.

A FEW DAYS ago there was published in  
the Chinese Press an announcement to  
the effect that the Chinese Government  
was considering the advisability of de-  
claring a partial moratorium in conse-  
quence of the war in Europe. Doubtless  
this somewhat strange announcement has  
reference to the short-term loans which  
have fallen due. The Ministry of  
Finance on the 10th inst. issued a state-  
ment on the subject of these loans—"due  
to foreign banks, foreign firms, foreign  
companies and foreign shipbuilders"—in  
which it was announced that owing to  
the outbreak of the war and the conse-  
quent disorganisation of the money  
market, these payments could not be  
made, and the Government asked the  
Diplomatic Corps to "inform the foreign  
banks, foreign firms, foreign companies,  
foreign shipbuilders and all foreigners  
to whom short term debts are due by the  
Chinese Government, that payment must  
be delayed for the time being and that  
as soon as the situation in Europe has  
improved arrangements will be made to  
meet all obligations." It will be  
recognised that there is abundant justi-  
fication for this declaration of a semi-  
moratorium by China, and we cannot  
doubt that it will receive the sympathetic  
and favourable consideration of the  
Powers concerned. We notice that one  
Chinese writer in a Peking paper says  
in effect that the Powers have only

themselves to blame. He says: "An over-  
riding consideration in this connection is  
that the present situation has arisen out  
of what the Chinese Authorities describe  
as the protracted negotiations ending in  
the refusal of the Consortium-bankers to  
negotiate a loan of £7,000,000 for the  
liquidation of the unfunded debts of the  
Republic while willing to conclude one  
for this purpose if the amount was  
increased to cover currency reform. It  
will serve no useful purpose to enter into  
a discussion regarding the merits of the  
point at issue, although it is fair to  
observe that the Chinese Authorities can  
be hardly blamed for doubting the  
wisdom of a financial operation involving  
the payment of interest on several  
millions of sterling which admittedly  
could not be utilised for some time and  
necessarily would remain on deposit with  
the Bankers." However this may be, it  
cannot but be recognised that the heavy  
decline in the Customs revenue, the  
general disorganisation of trade and the  
enormous loss the Government would  
suffer in exchange owing to the current  
price of gold are reasons sufficient in  
themselves to merit favourable considera-  
tion of China's claim. Moreover it is  
pointed out that "even if the Authorities  
decided to pay, there would be no means  
or mode through which payment could  
be effected, since the channel indicated  
expressly or impliedly at the time the  
several commitments were incurred are  
closed for the present." The reference  
is to the international banking-  
houses which have suspended the  
transaction of exchange business. China  
is not seeking to delay the fulfilment of  
her obligations without good reason, and  
the experience of the past few years will  
have satisfied the country's creditors that  
China will be scrupulously careful to  
make arrangements for meeting all  
obligations "as soon as the situation in  
Europe has improved."

The Chief Justice of Hongkong, Sir  
Wm. Rees Davies, sat on the bench in  
the Divorce Court on 23rd ult., with the  
President, Sir Samuel Evans.

The Hon. Treasurer of the Alice  
Memorial and Affiliated Hospitals begs  
to acknowledge with thanks the following  
donation to the funds of the hospitals:—  
Wilkinson & Grist ..... \$20

The N.Y.K. European line passenger  
steamers *Katori Maru*, *Kamo Maru* and  
*Kashima Maru* have recently been  
equipped with wireless apparatus. It is  
anticipated that the example will prob-  
ably be followed by the remainder of the  
liners.

Mr. A. M. Marshall, Agent of the  
Shanghai branch of the P. & O. Co., has  
announced that under instructions from  
the Managing Directors of the Company he  
has handed over charge of the Com-  
pany's affairs at Shanghai to Mr. E. C.  
Richards.

A meeting was held in the Gordon Hall,  
Tientsin, on August 11th to discuss the  
means by which the British population of  
Tientsin may be able to help in the relief  
work, for the aid of the wounded, and  
the widows and children of those who  
have lost their lives while serving their  
country.

Mr. Ellis, the manager of the "Elite"  
Cinema Company, has handed to H.B.M.  
Consul-General at Canton a cheque for  
\$126.40 to be devoted to the relief of  
suffering caused by the West River floods.  
This generous donation represents the  
proceeds of a cinematograph performance  
given in the Canton Club Theatre under  
the auspices of the Consular Body. The  
cheque has been sent to the Honorary  
Treasurer, West River Flood Relief  
Fund, Hongkong.

## TYPHOON IN SWATOW.

A correspondent writes:—Late on Fri-  
day evening, August 14th, a typhoon  
struck Swatow with terrific force, and  
with such disastrous consequences as to  
give it rank as one of the worst typhoons  
that Swatow has ever experienced. The  
typhoon lasted about thirteen hours and  
during that time the devastation which  
was done to shipping and property  
ashore ran into thousands of dollars.  
The Observatory was able to give timely  
warning of its approach; consequently,  
none of the coasting or ocean-going  
steamers had the misfortune to be wrecked  
or otherwise seriously damaged. Three  
or four launches were sunk including  
the unfortunate police launch. Some  
big junks and cargo-boats were sunk and  
several lives were lost in the stormy seas.  
A privately-owned hoebat capsize in the  
vicinity, while a few sampans were  
battered to pieces against the sea-walls.  
The number of lives lost during this  
typhoon is not yet ascertained. Ashore,  
large numbers of big trees were blown  
down and many streets and lanes were  
flooded; in addition the electric lighting  
was completely subdued. The roofs and  
verandahs of some of the houses have  
been entirely stripped off, but fortunately  
there were no casualties among the  
inmates of the houses.

## THE WAR.

[THROUGH REUTER'S AGENCY.]

## THE LAND OPERATIONS.

PIERCE BATTLE PROCEEDING BETWEEN BELGIAN AND  
GERMAN TROOPS.

LONDON, August 18th.  
10.30 a.m.

A message from Brussels states that a fierce battle is proceeding  
between the Belgians and Germans along the extended front.

GERMANS AGAIN REPULSED BY FRENCH ARTILLERY.

LONDON, August 19th.  
4.35 a.m.

The Germans, when making another attempt to cross the Meuse  
near Dinant, were repulsed by French artillery with considerable loss.

GREAT RUSSIAN SUCCESSES.

LONDON, August 18th.  
3.10 p.m.

The Russians have occupied five points of German territory with  
the greatest success, taking hundreds of prisoners.

SUCCESSFUL DEFENCE OF BRUSSELS.

LONDON, August 18th.  
9.45 p.m.

It is officially announced in Belgium that it appears that every raid  
on Brussels has been frustrated.

The German movement in North Belgium was apparently a feint.

THE BRITISH EXPEDITIONARY  
FORCE.

THE KING'S INSPIRING MESSAGE TO HIS TROOPS.

LONDON, August 18th.  
4.20 p.m.

His Majesty the King, in a Message to the troops, said:—

"You are leaving Home to fight for the safety and honour of my  
Empire. Belgium, whose country we are pledged to defend, has been  
attacked, and France is about to be invaded by the same powerful foe.

"I have implicit confidence in you, my soldiers. 'Duty' is your  
watchword, and I know your duty will be nobly done.

"I shall follow your every movement with the deepest interest,  
and mark with eager satisfaction your daily progress. Indeed, your  
welfare will never be absent from my thoughts.

"I pray God to bless you and guard you, and bring you home  
victorious."

LORD KITCHENER'S MESSAGE.

Lord Kitchener, Secretary of State for War, issued instructions  
to every soldier of the Expeditionary Force, to be kept in his pay-book.  
In them he says:—"You have been ordered abroad as a soldier of the  
King to help our French comrades against the invasion of a common  
enemy. You have to perform a task needing your courage, your energy,  
your patience. Remember that the honour of the British Army depends  
upon your individual conduct. It will be your duty not only to set an  
example in discipline and perfect steadiness under fire, but also to  
maintain most friendly relations with those whom you are helping in  
this struggle. The operations in which you will be engaged will for the  
most part take place in a friendly country. You can do your own country  
no better service than in showing yourself in France and Belgium in  
the true character of the British soldier. Be invariably courteous,  
considerate, and kind, and never do anything likely to injure or destroy  
property. Always look upon looting as a disgraceful act. You are  
sure to meet with a welcome, and be trusted. Your conduct must justify  
that welcome and that trust. Your duty cannot be done unless your  
health is sound, so keep constantly on your guard against any excesses.  
In this new experience you may find temptation both in wine and women.  
You must entirely resist both temptations, and while treating all women  
with perfect courtesy you should avoid any intimacy. Do your duty  
bravely, fear God, and honour the King."

GENERAL SMITH-DORRIEN TO COMMAND AN  
ARMY CORPS.

LONDON, August 18th.  
3.55 p.m.

It is officially announced that General Sir H. L. Smith-Dorrien  
will command an Army Corps of the Expeditionary Force, in succession  
to General Sir J. M. Grierson.

[General Sir Horace Lockwood Smith-Dorrien, G.C.B., K.C.B., D.S.O.,  
A.D.C., F.R.G.S., is a soldier of great experience. His army career up to  
date is as follows:—Entered Sherwood Foresters (Derby Regt.) 1876; Lt.-Col.  
1899; served Zulul War, 1879 (despatches, medal, clasp); Egyptian War, 1882  
(medal, Khedive's star); Nile Expedition, 1884 (with Egyptian Army; Sudan  
Campaign, 1885 (clasp); Sudan Frontier Field Force, 1885-86 (despatches,  
D.S.O., 4th class Medjidie); nominated to 4th class Osmanieh for services with  
Egyptian Army, 1887; D.A.A.G. Bengal, 1893-94; A.A.G. Punjab, 1894-1898;  
D.A.A.G. of Brigade in Central India, 1897-1898; served in Tirah Campaign  
on North-West Frontier, India, 1897-1898 (despatches, Lt.-Col., medal, 2  
clasps); Nile Expedition, 1898 (despatches, Lt.-Col.); Maj.-Gen. commanding  
a Brigade and a Division, South Africa, 1900 (despatches twice, promoted Maj.-  
Gen.; Queen's Medal, 5 clasps); Adjutant-General in India, 1901-3; commanding  
4th (Quebec) Division, India, 1903-7; Lieut.-General, 1906; General, 1912; Col.  
Sherwood Foresters; Commander-in-Chief, Aldershot, 1907-12; Southern Com-  
mand since 1912.

[THROUGH REUTER'S AGENCY.]

LIEGE FORTS HOLDING OUT.

LONDON, August 18th.  
1.35 a.m.

Official French despatches state that all the Liege Forts are holding  
out.

BELGIAN REFUGEES.

LONDON, August 19th.  
10.30 a.m.

Many refugees are arriving at Tirlemont, a Belgian town.

## GENERAL INFORMATION.

SECURING GERMAN BUSINESS FOR BRITISH FIRMS.

LONDON, August 18th.  
8.5 p.m.

The Right Hon. Lewis Harcourt, Secretary of State for the  
Colonies, has been making inquiries regarding German and Austrian trade  
with the Colonies, in order to alleviate the loss of business and to secure  
that business for Great Britain and the Colonies. The Trade Commis-  
sioners have already secured samples of goods in which British manufac-  
turers might compete.

Sir Edward Grey is obtaining similar information from British  
Consuls in neutral countries.

Mr. Harcourt intends the samples, etc., to be exhibited in London  
as soon as possible.

PRESIDENT WILSON'S WARNING TO THE AMERICAN PEOPLE.

LONDON, August 18th.  
8.40 p.m.

President Wilson, in an address to the American people, warns  
them against "That deepest and subtlest breach of neutrality which may  
spring out of partisanship, and out of passionately taking sides."

It is known that President Wilson looks with disfavour upon  
attempts to embroil the United States and Japan.

CANADA'S SPLENDID PATRIOTISM.

LONDON, August 19th.  
4.35 a.m.

H.R.H. the Duke of Connaught, in the Speech from the Throne  
convening the Canadian Parliament, emphasised the splendid response to  
the call to duty from every province. The same spirit, he said, inspired  
the whole Empire, and this united action to repel a common danger would  
not fail to strengthen the ties binding the Dominions.

GREEK AND TURKISH STATESMEN TO DISCUSS SITUATION.

LONDON, August 19th.  
12.10 p.m.

Greek and Turkish statesmen are proceeding to Bucharest for a  
general discussion on the situation.

SERIOUS UNREST IN BOSNIA AND HERZEGOVINA.

LONDON, August 19th.  
12.10 p.m.

Telegrams from Rome say that the unrest in Bosnia and Herze-  
govina is assuming the character of a formidable rising.

THE TSAR AND HIS PEOPLE.

LONDON, August 18th.  
6.45 p.m.

The arrival of the Tsar at Moscow was heralded by the ringing of  
the bells of the city. The Imperial carriage passed slowly through  
the thronged streets, and the clergy of every church came out carrying icons  
and banners. The public enthusiasm is immense.

GOLD INFLUX CONTINUES.

LONDON, August 18th.  
6.40 p.m.

The gold influx into the Bank of England since Saturday amounts  
to £1,250,000.

## NAVAL NEWS.

"DESULTORY FIGHTING" IN THE NORTH SEA.

LONDON, August 19th.  
1.35 a.m.

The Press Bureau announces that there was desultory fighting dur-  
ing Tuesday between British patrolling squadron flotillas and German  
reconnoitring cruisers.

No losses are reported or claimed.

A certain liveliness is apparent in the southern area of the North  
Sea.

CAPTURE OF A B. & S. BOAT.

NEWCHANG, August 5th.

One of Messrs. Butterfield & Swire's  
boats, the *Waring*, which left Shanghai  
for Tientsin on the 4th inst., was  
captured by a German man-of-war on the  
way. Another steamer belonging to the  
same firm, the *Kiaochow*, which arrived  
at Tientsin the other day, is detained  
there by the German authorities. Two of  
Butterfield & Swire's steamers have been  
detained at Tientsin, and two of Messrs.  
Jardine, Matheson's ships are tied up in  
Wei-hai-wei.—*Mainichi*.

The half-yearly financial statement of  
the Naigai Wata Kabushiki Kaisha,  
Osaka, Japan, which has three spinning  
mills at Shanghai, showed a net profit  
for the half-year of Y.257,279, which, with  
Y.157,805 brought forward from last term,  
gave a balance of Y.415,135 for disposal.  
This was apportioned as follows:—  
Reserve Fund Y.30,000, Bonus Y.38,000,  
Dividends (at 15 per cent p.a.) Y.224,500,  
carried forward to next term Y.112,635—  
Y.415,135.



## WAR NOTES.

## JAPAN AND TSINGTAO.

It is now clear that the policy of Japan has developed along lines making for participation in the war with the special object of attacking Tsingtao, says the Peking correspondent of the *N.-C. Daily News*.

A Chinese report some days ago stated that Count Okuma, Japanese Premier and Minister of Foreign Affairs, suggested to the Chinese Government that China should consent to Japan coming to the country to assist in the maintenance of order. It is now stated that the Chinese Minister in Tokyo reports that a conference has been held between Count Okuma, Sir William Conyngham Greene, British Ambassador, and Mons. N. Malowsky-Malewitsch, Russian Ambassador, which resulted in a definite arrangement being come to that Japan should represent both countries in their respective spheres of influence with liberty to act independently elsewhere.

If this report is true it means that Japan will attack Tsingtao, and the Chinese fear that it also means that she may become active in Fukien province, where she has long desired to obtain a footing. A Chinese Minister said this morning: "She has Manchuria, so why should she worry about that?"

The Chinese at present express their intention of resisting the advance of Japan, but they are not neutral, and under protest in the hope that at the conclusion of the war the other Powers will see that she receives justice and does not lose territory.

It is regarded as certain that Japan will soon be actively engaged at Tsingtao, but high foreign authorities assert that it is untrue that Japan will be the guardian of the interests of Great Britain or Russia, or that she has the intention of being offensive to China.

## ACTIVITY AT TSINGTAO.

Mr. Wm. Katz, the owner of the steamer *Hammett*, which was detained in Tsingtao by the German authorities, arrived at Shanghai on the 18th inst. and stated that there are still several members of British troops remaining in the port, as well as a number of Japanese, but practically all the visitors have left. The captain and British officers of the steamer *Hammett* are not being compulsorily detained in Tsingtao, but are remaining there for the present. The steamer now carries German officers, owing to the fact that she will probably continue to carry passengers between Shanghai and Tsingtao, and with the channels and entrances to the harbour mined, it would not be permissible to have a British crew. Tsingtao is well stocked with provisions. The cargo of the *Hammett* was purchased by the Government authorities and the Russian Volunteer Fleet steamer, which was captured by the German cruiser *Emden*, also had a large cargo of canned and other goods on board. In addition, the port was already well supplied and is daily receiving fresh stocks from the hinterland.

## JAPAN'S NAVAL ACTIVITY.

A Yokosuka despatch to the *Jiji* states that the squadron attached to that port consisting of the battleships *Kawachi* (flagship), *Katori*, and *Asahi*, the cruisers *Kurama*, *Hashidate*, and *Sagami*, and a torpedo-boat flotilla, under the command of Admiral Prince Fushimi, recalled all men from shore leave, and all joined their ships on Wednesday, August 19th. The squadron was shipping coal, provisions, and munitions of war throughout the night and all Thursday. The cruiser *Kurama* (Captain Hirata), and the cruiser *Yashima*, the flagship of the first division of the squadron under the command of Rear Admiral Tachibana, left Yokosuka on August 18th in advance of the rest of the squadron. The First Squadron, consisting of the *Kongo* (flagship), *Settsu*, *Satsuna*, *Suwa*, and *Iwami*, under the command of Admiral Kato, which was ordered to suspend gun practice off Tanigawa and recalled to Yokosuka on the 18th inst., was to leave Yokosuka on the 19th inst. A number of torpedo-boats and destroyers are to leave a day or two later. The destination of all these ships is not stated, says the *Japan Chronicle*, but this activity, though probably purely precautionary, is the subject of a good deal of more or less ingenious speculation.

## DUC DE MONTENSIER'S YACHT OFFERED TO BRITISH AND FRENCH AMBASSADORS.

The Duc de Montensier, who is lying ill at Yokohama, has sent the following letter to the French and British Ambassadors at Tokyo:—

Excusez-moi, Excellence, l'expression de toute ma considération.

Recevez, Excellence, l'expression de toute ma considération.

Signé: FERDINAND, Duc de Montensier.

## SHANGHAI COMPRADORES SUFFERING.

Many compradores in Shanghai are likely to experience heavy losses. One instance is quoted in which a comprador was several thousands of dollars short, this state of affairs being brought about by loans made to employees. The position of these compradores is rather serious.

## FRENCH GUNBOAT HELD UP.

The French gunboat *Doudart de Lagree* arrived at Shanghai from the Yangtze River on the 18th inst. and after dismantling will remain there until the European crisis is over.

## SHIPPING AT SHANGHAI.

The I.-C.S. *Lienshing*, which left Shanghai for Wei-hai-wei, Chofoo and Tientsin on the 2nd inst., has arrived in Tientsin safely. There was a rumour current on the 12th inst. that the China Merchants' Steam Navigation Co. had received news that firing had begun at Tsingtao. An inquiry at the local offices of the Company ascertained that no such news had been received. The last information received from Tsingtao was to the effect that the C.M.S. *Anping* had left that port on Tuesday night, carrying 870 passengers, principally Chinese. Although reports have been circulated that a German cruiser is lying near the mouth of the Yangtze River, it is significant that the C.N.S. *Luchow* left Shanghai for Hongkong on the 12th inst., the I.-C.S.S. *Kingping* and *Chingping* left for Wei-hai-wei, Chofoo, and Tientsin, and the River boats and Ningpo steamers are running as usual.

## FROM THE RUSSIAN PRESS.

A Russian official communication, published in Vladivostok on the 7th inst., states that it is the intention of the Government to suppress all communications relative to the movement of troops, and requests the co-operation of the people in keeping all military matters as secret as possible. Only brief announcements will be made regarding the progress of the campaign, and it is hoped that the people will realize and appreciate the necessity for this course.

The Russian Fleet are reported to have taken many merchantmen as prizes of war. Six ships were taken at Libau, three at Odessa, and one, the *Altus*, at Novorossiisk.

PRO-RUSSIAN JAPANESE. The Japanese colony at Vladivostok, numbering about 1,000 people, hold a demonstration on the evening of the 6th inst. The majority of them joined in a procession, carrying lanterns, and flags bearing the words "Banzai Russia." They assembled outside the house of the Governor-General, and the British, French, and Japanese Consulates, at the latter singing the national anthems of Russia and Japan.

The Vladivostok newspapers publish a report that the Japanese Consul there has stated that Japan intends to go hand in hand with Great Britain, France, and Russia. The statement is said to have been made in consequence of a report that Germany and Austria were negotiating with Japan.

The Czechs in Vladivostok are reported to have expressed themselves as being in full sympathy with Russia.

The Germans are reported to have made an unsuccessful attempt to destroy cable communication between Russia and Great Britain.

It is reported that a vessel captured by the Germans at Tsingtao is to be sailed between Shanghai and Tsingtao under the American flag.

THE BOMBARDMENT OF ALGIERS. According to a message to Vladivostok, about sixty shots were fired by the German cruisers in the bombardment of Algiers. Several houses were damaged and one man was killed. Upon leaving, the cruisers sailed eastward.

The Governor of Algiers appears to have been responsible for the announcement that the cruisers afterwards met British men-of-war.

## TOKYO AND THE WAR.

Writing under the above heading in the *Japan Advertiser*, Mr. Akimoto Shun says: The public nerves which had been till about a week ago inflated and stupefied by the heat of summer, are now braced up, and become as tight as the money. Many sojourners in summer resorts are coming back to town, many more are giving up their proposed trips and other pleasure schemes. The theatres, picture shows, and restaurants have experienced a sudden fall in their custom. The people in general pursue up their money bags and have begun to economize; also they look sharp and brisk and serious; not to say grim and self-important. Their eyes gleam and their mouths are compressed. Some of them look even offended and cross, and their faces refuse to relax even at the sight of a beautiful woman. All this is no wonder when you consider the immensity of the stake involved in the war. The very imagination shrinks from picturing the inferno of human carnage which is about to be presented in the vast European cockpit.

## FACTS ABOUT THE KIEL CANAL.

From the *British Naval Annual* for 1913 is taken the following relative to the Kiel Canal:—

The most striking example to date of completed canals, made in the first instance for strategic purposes, is the famous Kaiser Wilhelm Canal from Kiel on the Baltic to Brunsbüttel on the North Sea.

Commercial advantage is here far to seek, but this had no influence with the rulers of the German Empire, to whom the money allocated for the construction of the water-way was only part of the whole expenditure that was to render Germany great and strong upon the sea.

That it was emphatically well worth the doing is evident to any one who takes a glance at the map, avoiding as it does narrow and tortuous channels easily mined and defended, and the passage through stormy and foggy seas around the Skaw back into German waters.

Eight millions sterling went to the construction of the Kiel Canal, and hardly was it completed when, by the construction of the Drednought, the water-way became obsolete. Seventy-two feet width of floor and a depth of 29 1/2 feet were of no use for the immense battleships yet to be constructed in the Fatherland, but she did not hesitate to shoulder the fresh burden, and set to work to double the size of the just completed water-way.

It cost another twelve millions sterling. It will cost yet by year a considerable sum in mere upkeep.

"Considering where it is situated, it is never, perhaps, likely to return a dividend on the money expended. The dividend that it earns is the safety that it provides for German warships in their passage from sea to sea, the time it saves in passing from one area of battle to another. When we consider this, it would be a bold man who would say that the money has been ill expended."

## WAR TELEGRAMS.

## ANTI-BRITISH FEELING IN TSINGTAO.

CHOUTSUN, August 10th. The British subjects who were staying at Tsingtao have all been ordered away by the resident Vice-Consul who has been instructed to depart himself as soon as his nationals have gone. Even if no such order had been issued the strength of the anti-British feeling at present manifested in Tsingtao would have made it very unwise for Britons to remain there. In one case a party of Britons who were staying at a Tsingtao pension were completely ostracized by the German guests who were staying there. A few days ago an English lady entered one of the large stores to make some purchases, but before she could state her needs she was gruffly ordered out of the shop by the German proprietor.

All visitors, of whatever nationality, have been ordered away from the cottages at Illis Huk, which would be in the direct line of fire in the event of fighting taking place. The Strand Hotel has also been closed for the same reason.

Some nights ago an attack on Tsingtao was evidently expected, for elaborate precautions were made. Not a single light of any description was allowed anywhere along the whole sea front, and as soon as it became dark the streets everywhere were entirely deserted and the whole town became like a city of the dead. But nothing happened, and by morning, people began to breathe freely once more.

NEWS OF WAR HAS GIVEN RISE TO many wild rumours amongst the Chinese in the West of Shantung, where the people have become somewhat unsettled.

The Deutsch-Asiatische bank-notes which formerly brought a better price than any kind of silver dollars are no longer useable in ordinary commerce, although there is no difficulty experienced in getting them cashed at the R.A. Bank. —*N.-C. Daily News*.

## RUMOURS OF JAPANESE ESPIONAGE DENIED.

TSINGTAO, August 12th. It having become known here that rumours have been spread amongst the British residents of Tientsin that three Japanese have been arrested in Tsingtao on charges of espionage, Mr. Munemura, Chancellor of the Japanese Consulate at Tsingtao, has telegraphed to the Japanese Consulate in Tientsin as follows:—"The rumours spread amongst English residents of Tientsin about the arrest and execution of Japanese under the charge of espionage are absolutely baseless. All Japanese in Tsingtao are quite safe." —*N.-C. Daily News*.

## FIGHTING ON THE AUSTRIAN AND RUSSIAN FRONTIER.

HARBIN, August 12th. The St. Petersburg Telegraphic Agency states that Austrian troops are massing in the vicinity of Baranov and are crossing the river Vistula near Sosnovitski, while small German detachments have occupied Viatlavsk on the Vistula.

Fighting continued throughout Friday and Saturday near Berestechko, where the Russians repulsed the Austrians, who retreated to Radziviloff. The Austrians again retired, setting fire to Brody, which the Russians afterwards occupied, extinguishing the flames. Many Austrians wounded and prisoners have been brought into Berestechko. It is stated that the Austrians are fighting unwillingly and that many are voluntarily surrendering.

[Baranov is in Galicia, on the right bank of the Vistula. Radziviloff is in the Russian Government of Volhynia and is near the Austrian frontier town of Brody. The latter is an important centre of trade with Russia and the population is given as over 20,000.]

HARBIN, August 12th. No serious conflicts are occurring on the Austro-Russian frontier, although the Austrians are retreating.

The St. Petersburg Telegraphic Agency publishes a telegram from Vilna stating that six cars containing German prisoners have passed through that city. —*N.-C. Daily News*.

## N.D.L. STEAMER CAPTURED BY AUSTRALIAN SQUADRON.

SYDNEY, August 5th. On Wednesday morning, says the Melbourne correspondent of the *Herald*, the battery opened fire on the N.D.L. steamer *Holz*, which attempted to leave the harbour. The German steamer got away, but was soon afterwards captured at sea by the Australian Squadron. —*N.-C. Daily News*.

## COAL FOR THE BRITISH SQUADRON.

NAGASAKI, August 6th. Acting under instructions of the British Ambassador at Tokyo, the Consul here has bought 3,000 tons of coal. The stock of coal held here for the British Squadron is always large, but the purchase referred to is in addition to the usual large reserve. —*Asahi*.

## CONDITIONS IN JAVA.

BATAVIA, August 6th. The postal authorities have announced that no code messages will be telegraphed from here, and all British ships in harbour have been instructed not to move until further orders. German steamers are detained at Macassar. Business here is almost entirely suspended. There has been a run on the Java Bank of people who want to change notes for gold, and prices of commodities have come up from 20 to 30 per cent. An order has been issued prohibiting the export of Java rice. —*Asahi*.

## TSAR'S UNCLE REPORTED A PRISONER.

ST. PETERSBURG, August 5th. Prince Constantin Constantinovitch, the uncle of the Tsar, has been captured by the German troops and is detained as a prisoner. —*Mainichi*.

## THE HONGKONG BANK CASE.

## GUTIERREZ SEVERELY CROSS-EXAMINED.

## YESTERDAY'S PROCEEDINGS.

At the Criminal Sessions yesterday Mr. Justice Gompertz, acting Chief Justice, continued the trial of Antonio Filomeno Remedios, indicted on a charge of conspiring with Reginaldo Oliverio Gutierrez to defraud the Hongkong and Shanghai Banking Corporation on April 16th, 1914, and on divers other dates between that and June 27th.

Mr. G. C. Alabaster, instructed by Mr. Lewis (of Messrs. Johnston, Stokes & Master), prosecuted, and Mr. F. C. Jenkin, instructed by Mr. Crew (of Messrs. Hastings & Hastings), defended. The jury, comprised—Messrs. N. Drummond (foreman) G. M. Powell, E. Abraham, T. W. Mackay, G. Lee, J. A. Taggart, and J. Fasse.

Gutierrez, who turned King's evidence, continued the story of his relations with Remedios, under examination by Mr. Alabaster. Describing a meeting with Remedios at the Carlton Hotel on May 4th he said it lasted from after dinner till 1 a.m. On the 5th he saw Remedios at Messrs. Jardine, Matheson's office and at this meeting a letter was prepared. Witness subsequently handed Remedios an envelope addressed to "Richardson, Singapore," and he put two letters into it. Some time during the month witness received a letter from Remedios; he kept it in fact until the day he was arrested, when he tore it up. The letter produced (fragments pasted on a piece of paper) was the one he referred to.

Mr. Alabaster, quoting names in the letter, asked witness to whom they referred. Witness replied that he was "Stoker," defendant was "Delphine" and "Suzanne" was a man named Pereira.

Mr. Alabaster read a portion of the torn letter, in which reference was made to the defendant (who wrote it) having waited all day for the "Stoker." As he did not appear, he added, "we went for a joy-ride." Defendant also wrote that he received a telegram from Penang and also a letter, in which "Richardson" said he would agree to the proposal regarding the letter of credit, and would send for Anderson (Collaco) for him to explain the matter to him.

Witness was next questioned as to communications which have passed between himself and prisoner in the gaol. Mr. Alabaster—During the past few days you have been in Victoria Gaol?—Yes.

Has any communication passed between you there?—Yes.

Tell us how it began—He asked me to turn my evidence, otherwise he would tell a lot of lies, and witness would get seven years in gaol.

When did he say this?—On many occasions.

In the gaol?—Yes.

Has he said anything else to you there?—On Thursday last between 12 and 1 o'clock he passed my cell and gave me a piece of paper.

Mr. Alabaster read the communication, which was identified by witness, as follows: On the other side was the injunction, "Destroy this after reading."

"Dear Reggie, I have just had a long talk with my solicitor and he says if you turn the evidence everybody will get off, so I hope you will play the game and make arrangements, but don't be afraid."

Mr. Jenkin then opened his cross-examination. In reply to his questions witness said it was correct that for some days he stood in the dock at the Magistrate's with prisoner, and heard the evidence given against him. It was telling badly against you, wasn't it?—Not exactly.

Did you hear the Magistrate say that so far as he could see there was no evidence against Remedios?—Yes.

Do you know that it was immediately after that statement that you turned King's evidence?—No.

Why did you turn King's evidence?—Witness did not answer until this question had been repeated several times. At last he said—"Because I had told Mr. Messer that I wrote the photographed letter."

Who suggested that you should turn King's evidence?—Nobody.

To whom did you suggest it?—To my solicitor.

Witness further said that he did not expect to gain anything for taking up this position. He admitted that it was he who suggested the forging of the letter of credit and gave the details for it. The only letter which was in ordinary handwriting was in his handwriting and was signed by him. He wrote one letter to "Richardson" and addressed two envelopes to him.

Witness was asked to explain why it was that the two letters put in the envelope addressed to "Richardson, Post

Restanta Singapore," reached "Richardson" in an envelope addressed to 4, Devonshire Road, Singapore, and he replied that defendant must have addressed the letters after witness gave them to him.

It was not true, witness declared, to say that he did not address letters for defendant, but when he wrote the envelopes he was addressing them for his own letters, written by himself. He did not expect his arrest, but he tore up the letters two or three days before, and threw them under his desk.

Mr. Jenkin—The only two letters which distinctly deal with the fraud are those which you put into the envelope which you had addressed? The others are about women and other matters?—Yes.

Questioning witness about the torn letter Mr. Jenkin asked him who pieced the fragments together.

Witness said he did; and Mr. Jenkin added, "I suppose you enjoyed doing it; it revived old scenes?"

Witness did not reply. Later on he was asked why his initials and address appeared on the back of each of his envelopes to "Richardson," and answered that defendant asked him to do it.

Mr. Jenkin—And you did it like a lamb? Your case is, I suppose, that defendant was the master mind, that he was conducting the whole of the correspondence and receiving answers from "Richardson," and yet you put your name and address on the back?

Witness made no reply. In answer to further questions he said that in addition to his position in the office of Jardine, Matheson & Co., defendant carried on a hardware import business for a number of large Chinese firms. Defendant had an account at the Hongkong and Shanghai Bank, but he did not know if his financial position was good. Witness was personally often a little hard up, but had not borrowed money from defendant.

Mr. Jenkin—You have had heavy expenses to meet in connection with matters mentioned in letters M and N?—Witness did not reply.

His Lordship—I don't think there is any objection to your speaking out plainly. The witness will understand you better.

Mr. Jenkin—You have had heavy expenses to meet in connection with visits to ladies on the upper levels, have you not?—No.

Hon. Mr. McL. Messer, Captain Superintendent of Police, was next called. He spoke to receiving from the Singapore Police copies and photographs of letters produced in the case. It was in consequence of this and inquiries in Hongkong that defendant and Gutierrez were arrested. He saw Gutierrez at the Bank and dictated the photographed letter to him. He mispelt a word which was spelt wrongly in the photographed letter.

Police Inspector Torrett gave evidence, and in reply to Mr. Jenkin said Gutierrez helped him to reconstruct the torn letters found in the bank.

It provided a good deal of amusement, did it not?—No; it was rather difficult. It took three hours.

You and Gutierrez have collaborated in this case a good deal, haven't you?—No. My mistake?—Yes. (Laughter.)

You have not had any discussion with Gutierrez except about this case?—I never discuss cases with prisoners.

Not when they turn King's evidence?—That makes no difference.

Witness reiterated the statement he made in the Police Court that when they were confronted with one another Remedios said he didn't know Gutierrez. The reason Mr. Messer did not remember hearing this might be that he did not attach much importance to it at the time.

Angus C. Sinclair, Superintendent of the Indo-China Steam Navigation Co., said that Remedios was formerly his clerk. The writing on the documents produced appeared to be in the handwriting of the prisoner.

Evidence as to the recovery of various documents was given by Sergt. Clarke and Inspector O'Sullivan, and Ho Im, coproprietor of the Mercantile Bank, in whose employ the man Ribeiro formerly was, said that the documents produced were in his handwriting.

Mr. Dovey, assistant in the Royal Observatory, was called to speak as to the similarity of the handwriting on the various documents. All the documents produced were in his opinion, in the same handwriting.

Answering Mr. Jenkin witness said that the curriculum of the Royal Observatory did not of course include handwriting. The study of handwriting, he added, was partly a hobby of his, but did not form part of his official work.

Have you ever previously given expert evidence on handwriting in a Court before?—No.

How long have you regarded yourself as an expert?—About two years.

I suppose the Inspector told you that he had suspicions that these documents were in the handwriting of the same person?—Yes.

And that was something to work upon, was it not?—It indicated a line.

Handing two documents to the witness, Mr. Jenkin asked—For my self-edification and enlightenment, will you tell me how you arrive at the conclusion that they were written by the same man?—I tell by the measurements of the letters and the angles.

How do you mean?—I take an average, and they have all to tally to within five per cent.

Witness then handed in his mathematical deductions to Counsel, giving the measurements of the various letters and the mean average obtained, which was within five per cent.

Mr. Jenkin pointed out that there were heaps of different measurements to the various letters. He called attention to an "R" which was given as 813 and a "G" which was given as 384, remarking, "and of course they come within the five per cent. average. So that if the actual figures do not at all tally, but the average of five per cent. is obtained, then the handwriting must be the same. Is that not so? (Laughter.)—Yes.

But have you no other means of arriving at a conclusion? This seems rather shaky to me, but the jury may be able to grasp the meaning of it all—Oh, yes.

I see you have at the end of the mathematical table something about nerve tremors. (Laughter.) How many nerve tremors has Richardson got? (Laughter.) Is there anything here to

show his nerve tremors? I take it, also, that these nerve tremors depend upon the time they are taken; they would probably vary in the evening. (Laughter.) Oh, and you have something here about the lateral nerve tremors. (Renewed laughter.)

Witness explained that these nerve tremors were produced by the temperament of the person, and they also were produced by the manner in which the writing arm rested on the desk.

Answering Mr. Alabaster witness said that the preparation of his mathematical analysis of the handwriting had occupied twenty-five hours.

Mr. Jenkin—And that does not make it correct.

Gutierrez was recalled by Mr. Jenkin and questioned with regard to a small spewritten document. "The document," Mr. Jenkin remarked, "speaks about 25,000, and is addressed to 'My darling Delphine,' and speaks about a girl. Who wrote that?—I did; someone typed it for me."

Who?—Mr. Hyndman.

Has he gone away?—I do not know.

Mr. Jenkin said he had been informed that Mr. Hyndman was still at the Bank, and then remarked to Gutierrez—"This little chit about 'Darling Delphine,' I suppose it is about a little spree you had the night before?—Not me."

Well, it was a little spree, and who had it is quite an unimportant matter. At any rate, you got your friend Mr. Hyndman to type this for you and you signed it?—Yes.

He is an obliging sort of person, isn't he; does he write all your love-letters for you? (Laughter.)—I wrote this out first, made a rough draft, and then handed it to Mr. Hyndman to type for me.

During office hours?—Yes.

Then between you and a nice lot of time of the Bank was wasted?—Yes.

But this 25,000; it seems a large amount to pay for a night's spree? (Laughter.)

Witness did not reply, whereupon Mr. Jenkin asked—Does not it really mean 25s., and that that was the cost of the spree?—Yes.

The hearing was adjourned.

## INTIMATIONS

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## NOTIFICATION.

FROM THE CONSULATE GENERAL OF NORWAY IN SHANGHAI.

UNDER the War, broken out among various European Powers, Norway has declared itself Neutral.  
By Order of the Minister for Foreign Affairs in Christiania, Notice is hereby given to Norwegian Subjects and Norwegian Vessels to observe strict neutrality.

Shanghai, 7th August, 1914.  
J. J. EITZEN,  
Acting Consul-General for Norway, in China and Hongkong. [1061]

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## INTIMATIONS

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE OF ORDINARY AND EXTRAORDINARY MEETINGS.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 22nd day of August, 1914, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1914, and for the confirmation of the election of Directors.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 10th August, to SATURDAY, the 22nd August, 1914 (both days inclusive), during which period no transfer of Shares can be registered.

AND NOTICE is hereby also given that at the same place and on the same day at Noon or so soon afterwards as the Ordinary Half-Yearly Meeting shall be concluded an Extraordinary Meeting of the Shareholders in this Corporation will be held when the proposed Extraordinary Resolutions:—

- (1) That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary to apply for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong supplemental to THE HONGKONG AND SHANGHAI BANK ORDINANCE 1860, and the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendment of Section 20 of THE HONGKONG AND SHANGHAI BANK ORDINANCE 1860, hereafter set out with such modifications (if any) as they may think fit and to accept such Ordinance if and when enacted.

The following is the amendment above referred to:—The deletion from Section 20 of the said Ordinance of the words, "To take and accept any lands, houses, or other real or personal property in satisfaction, liquidation, or payment of any debt absolutely and bona fide previously due and owing to the Company, and also to take any Mortgage or other lien or charge on real or personal property as a security for any monies actually and bona fide previously due to the Company or for which any person may have rendered himself liable to the Company, and to hold such lands, houses and other real and personal property respectively for such reasonable time as may be necessary for selling and disposing of and converting the same into money," and the substitution therefor of the following words:—"To take, accept, enforce, release, realise or deal with any security now held or which may hereafter be held by the Company, for any monies owing or to become owing to the Company, or for any liabilities incurred or to be incurred towards or by the Company by way of mortgage, pledge, hypothecation, deposit or otherwise howsoever of every kind of property or rights."

- (2) That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of lines two and three of Article 66, namely, the words "for not exceeding fifteen days before and seven days after every ordinary Meeting," and that the following words be adopted and substituted therefor, namely, "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 68, namely, "after the Meeting," and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That Articles 76, 77 and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:—  
ARTICLE 76.—"General Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in General Meeting, and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless and until otherwise prescribed or determined as aforesaid a General Meeting shall be held in the month of February in every year."

ARTICLE 77.—"The General Meetings mentioned in the last preceding Article shall be called Ordinary Meetings."

ARTICLE 78.—"All other General Meetings shall be called Extraordinary Meetings."

(e) That Article 90 be altered by inserting the word "holding" in line five thereof the words "or representing by proxy," and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 94:—"The Court may from time to time pay to the Shareholders such interim dividends as appear to be justified by the position of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-year ending the 30th June and the 31st December, shall make a general Half-Yearly," and that the following words be adopted and substituted therefor:—"Year ending the 31st day of December shall make a General."

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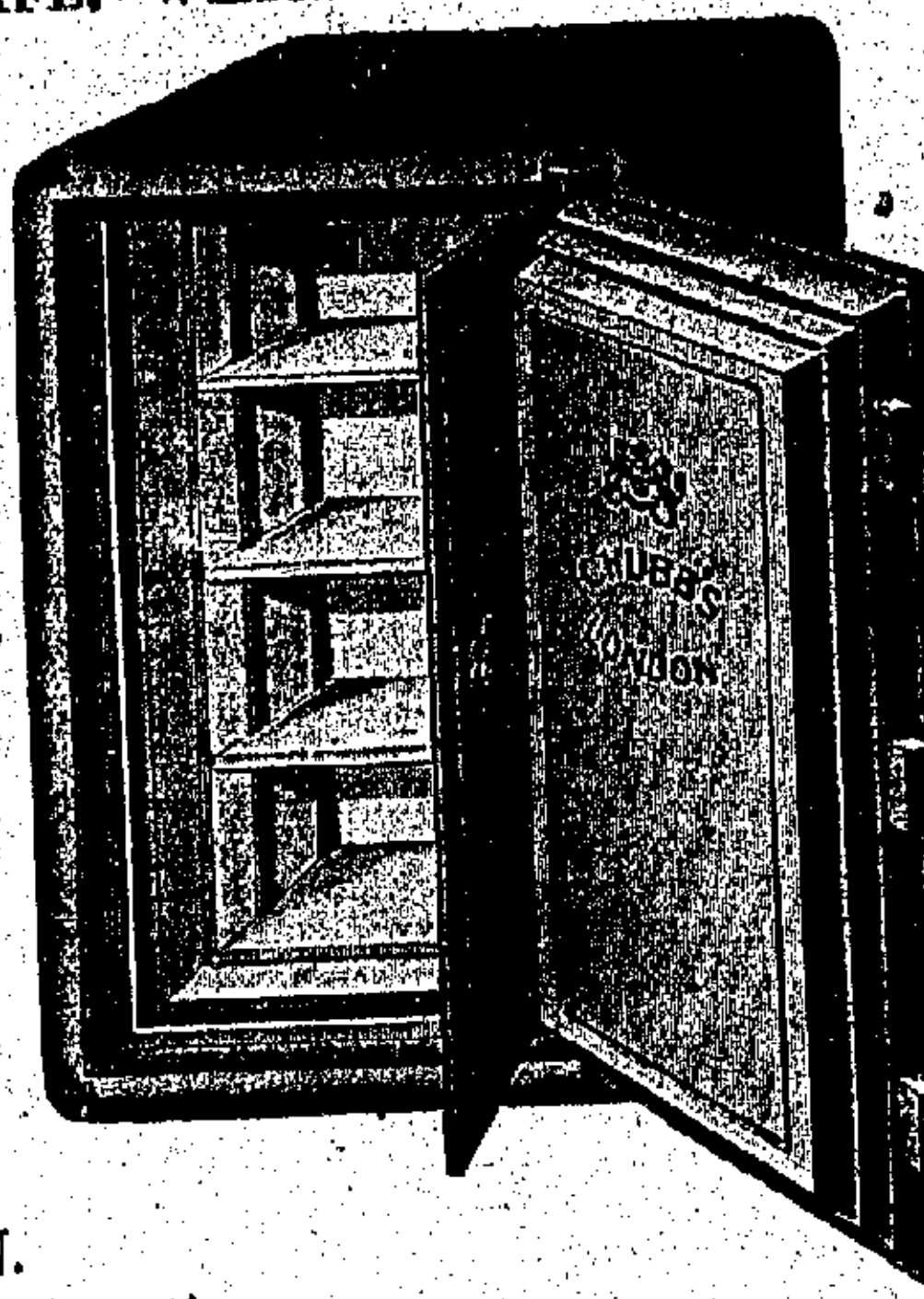
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CHARTER).

Capital Subscribed ... .. Yen 10,000,000  
Capital Paid-up ... .. " 7,489,250  
Reserve Funds ... .. " 3,430,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES.

Amoy	Kinkiang	Shanghai
Batavia	Kobe	Singapore
Bombay	London	Swatow
Calcutta	Manila	Taichow
Canton	Mokai	Tainan
Dairen	Nagasaki	Takow
Foochow	Norowang	Tamsui
Hankow	New York	Tokyo
Kagi	Osaka	Yokohama
Kaelung	San Francisco	Etc.

HONGKONG OFFICE.  
3, Des Voeux Road.

Interest allowed on Current Accounts.  
Deposits received on terms which may be  
had on application.

K. TSUDZURABARA, Manager.  
Hongkong, 19th February, 1914. [948]

## HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
A. G. STEPHEN,  
Acting Chief Manager.  
Hongkong, 14th May, 1914. [16]

## INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.  
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay	Kobe	Shanghai
Calcutta	Manila	Singapore
Canton	Mexico	Swatow
Cebu	Panama	Taichow
Colon	Peking	Tainan
Empire	San Francisco	Takow
Hankow	Shanghai	Tamsui
Hongkong	Yokohama	

CAPITAL AND SURPLUS Gold \$7,200,000  
equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED. MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG,  
Manager.

9, Queen's Road,  
Hongkong, 21st October, 1913. [959]

## NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)  
ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)  
Paid-up Capital... Fl. 17,407,000 (£1,450,580)  
Reserve Fund..... Fl. 6,518,000 (£543,168)

HEAD OFFICE: AMSTERDAM.  
HEAD AGENCY: BATAVIA.

LONDON BANKERS:  
THE WILLIAMS DEACONS BANK.  
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,  
No. 8, Des Voeux Road Central.  
Hongkong, 3rd October, 1913. [121]

## THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital ... .. £1,500,000  
Subscribed " ... .. £1,250,000  
Paid-up " ... .. £825,000  
Reserve Fund ... .. £465,000

BANKERS:  
BANK OF ENGLAND,  
and  
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,  
Manager.  
Hongkong, 10th July, 1914. [149]

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE: LONDON.

Paid-up Capital... .. £1,200,000  
Reserve Fund... .. £1,800,000  
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,  
Manager.  
Hongkong, 8th June, 1914. [1494]

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"HIMALAYA"

Arrived Hongkong on 12th Aug. 1914.  
From BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—  
From London, &c., on a "Morse."  
From Persian Gulf, &c., on a B. I. S. N. and B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10, 11, MONDAYS and TUESDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,  
Superintendent.  
Hongkong, 13th August, 1914. [1]

## AMERICAN AND MANCHURIAN LINE.

## NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"KENTUCKY"

Captain A. Lee, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, the 24th Aug., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Aug. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 17th August, 1914. [1049]

## "SHIRE" LINE OF STEAMERS, LTD.

## NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship

"DEN OF AIRLIE"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

Goods not cleared by the 24th Aug. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 24th Aug., at 9.30 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 17th August, 1914. [49]

## ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY





## NAPIER - JOHNSTONE'S

"SQUARE BOTTLE"  
WHISKY.  
UNVARIED FOR OVER  
150 YEARS.  
THE SAME TO-DAY AS IN  
1745.  
BEWARE OF  
IMITATIONS.  
(SOLE AGENTS IN HONGKONG  
LANE CRAWFORD & CO.  
and from ALL WINE MERCHANTS.

**MARTIN'S**  
**APIOL & STEEL**  
**PILLS**  
A French Remedy for all irregularities.  
Thousands of Ladies always keep a box of  
Martin's Pills in the house, not only for the  
signs of any irregularity of the system, but  
also as a remedy for all ailments. Those who  
use them recommend them, hence their success.  
All Chemists and Druggists sell them.  
Beware of cheap imitations. The name is  
"APIOL & STEEL PILLS".  
**MARTIN'S**  
**APIOL & STEEL**  
**PILLS**

**FOR**  
**NERVOUS EXHAUSTION**  
LOSS  
OF  
MEMORY  
and  
DEBILITY  
and  
to  
feed the  
NERVES  
**CHAPOTEAU'S**  
**PHOSPHO-GLYCERATE OF LIME**  
It increases vital energy and nerve  
force, cures Neurasthenia, Dyspepsia,  
Anemia, and nervous diseases in adults  
and children.  
IN CAPSULES, IN WINE, AND IN SYRUP

**THE NEW FRENCH REMEDY. No. 102 N. 102**  
**THERAPION**  
BLOOD PURIFIER, CURE FOR ALL SKIN DISEASES.  
DISCHARGES, WOUNDS, PILLS, GUMS, STAMPS, ADDRESS  
NEW YORK DEPOT: 102 N. 102, NEW YORK, N.Y.  
NEW YORK DEPOT: 102 N. 102, NEW YORK, N.Y.  
**THERAPION**  
NEW YORK DEPOT: 102 N. 102, NEW YORK, N.Y.  
NEW YORK DEPOT: 102 N. 102, NEW YORK, N.Y.

**VESSELS EXPECTED.**  
MERCHANT STEAMERS.  
The P. & O. str. *Nubia* left Singapore  
for this port on the 16th August, and is  
due here on the 21st August, about day-  
light.  
The str. *Tanda*, from Calcutta, left  
Singapore, and may be expected here on  
or about the 21st August.  
The Mogul Line str. *Erroll* will sail  
from Singapore on the 19th August, and  
is therefore expected to arrive here on the  
26th August.  
SHIRE LINE, LIMITED.  
Carnarvonshire, from Vancouver, is due  
in Hongkong 26th August.

**HONGKONG METEOROLOGICAL REGISTER.**  
Hongkong Observatory, August 18th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.75	29.71	29.70
Temperature	81	78	80
Humidity	84	89	85
Wind Direction	East	ENE	NE
Force	4	5	3
Weather	c	o	o
Rain		0.07	

Highest open air Temperature on 18th - 84  
Lowest open air Temperature on 18th - 77

Oh! I say! "MONTERRAT" Lime  
Juice is the only drink that matters  
during the hot weather. Order a bottle  
To-day from your Storekeeper—say  
"MONTERRAT"  
Firmly.

## THE GERMAN ARMY. IS IT A BUBBLE WAITING TO BE PRICKED? A STRIKING ARTICLE.

The German Army has certainly enjoyed the reputation of being superior to any other Army on the Continent, but the following article by "En Avant" in the *London Magazine*, giving reasons for unbelief in the invincibility of the German Military Machine, will be read with special interest in the light of the war reports to date:—  
There can be no doubt that in military and diplomatic matters judicious advertisement pays just as well as it does in all trades or professions. The great essential of success is to establish a reputation, and subsequently to maintain it by careful advertisement. For half a century Turkey existed upon the reputation her army had won at Plevna; for a similar period the German Army has been living on the reputation achieved in 1866 and 1870, against the Austrians and the French. Since the Franco-German War no State has dared to call in question the invincibility of the German Army. A plethora of statistics and a few well-selected complimentary criticisms have sufficed to make Europe believe, ever since, that the German Army is the finest, greatest, and most splendid fighting machine in the world. Perhaps it is that familiarity is apt to breed contempt, but I for one am no believer in the invincibility of the German Army. I shall endeavour to make my reasons plain to the civilian reader.

I admit that on paper the German Army is not only the greatest but the most perfectly organised army in the world, but battles are not won by flourishing sheaves of statistics in the enemy's face, nor is there any sound criterion by which the worth of an army for war can be judged in time of peace. There are a hundred and one qualities which are supposed theoretically to make for efficiency in an army, such as numbers, matériel, discipline, leading, physique, training, organisation, and so forth, but the great deciding factor—and those who have as much modern battlefield experience as myself will doubtless agree with me—is the capacity of the individual soldier to endure hardship, and his individual determination to win through.

NO INDIVIDUALITY.  
Now, the German system of life and of military training is not designed to encourage individual effort, but rather to stultify it, and to reduce the individual man or unit to the state of a disciplined automaton. In most professions and trades such a training is excellent, for by dint of much practice each individual and unit becomes "part perfect"—each learns to fit into his appointed place, just as do the component parts of nicely adjusted pieces of mechanism. The business of an army, however, differs from any other, for it cannot be practised in peacetime. What men do at manoeuvres is no criterion whatever of what they will do in war. An army can never really practise war until it is in the presence of the enemy. The army that has not been proven in war is like the piece of machinery that has never been set in motion. Now, the more nicely adjusted the machine, the more fatal will be the catastrophe when anything unforeseen occurs—take the *Titanic* as an example—and it is common knowledge that it is always the unexpected that does occur in war-time. Wherefore, an army should be as elastic as possible in its organisation and training. This is precisely what the German Army is not.

The German Army is obedient to a rule of thumb. To the German tactician, the science of warfare is cut and dried. Officers and men alike know what they ought to do under a hundred different conditions; they learn it all by heart, and when those conditions arise they act correctly, because they know their work by heart. But supposing, as will invariably happen, other conditions arise, conditions the antidote to which has not been studied, what will happen? Untaught to think or act for themselves, they will ransack their memories for the correct reply. Under modern conditions of warfare, the best soldier is he who knows how to "muddle through," and how to "carry on" when in a tight place, without waiting for instructions. The whole training of the German soldier is designed to eradicate individualism, and to reduce soldiers, battalions, regiments, and brigades to a state of iron-bound automatism. If the enemy's action could be equally reduced, then such training would be perfect, but, as things are, I maintain that it is fatal, for it entirely destroys the personal factor, and it is only the personal factor of each individual in any army which will carry that army to victory under modern conditions of warfare.

MORE THAN DISCIPLINE REQUIRED.  
Discipline alone is only good so long as there is an ever-present authority to enforce it; on the modern battlefield it is impossible for an officer adequately to supervise his men, and to enforce discipline. He can and should teach them in peacetime how best to handle their weapons, and all the other tricks of the trade, but once in presence of the enemy he cannot enforce his teachings; all he can do is to lead his men and to encourage them. He is in exactly the same position as the father who has launched his son upon the battle of life. He must rely upon the past training of his son, certainly, but above all upon his individuality, courage, and devotion. The German officer relies only upon discipline, and he runs the risk of being badly let down at the crucial moment. Courage, determination, "amour propre," and individual enterprise are all stronger than the fear of death, but it has yet to be proven that the modern educated man will risk death rather than contravene discipline. Wherefore, I maintain that in our present state of civilisation the German system of organisation and training is fundamentally wrong. I do not believe that force of habit (*alias* discipline) alone will induce men to face the dangers and hardships which have to be faced to carry on a successful war.

## WM. POWELL, LTD.

TELEPHONE 846.

### INEXPENSIVE THIN CRYSTAL GLASSWARE.

—LACE ETCHED—

"WESTMINSTER"



SINGLE PIECES SOLD  
TABLE GLASSWARE IN VARIOUS DESIGNS.  
CUT GLASS.  
SWEET AND FRUIT DISHES.

#### BALKAN WAR EXAMPLES.

Let me cite a double example from the last Balkan War. The Bulgarian soldier is modelled and trained on Prussian lines, and is far and away the best-disciplined soldier in the Balkans. When he met the Turkish armies in October, 1912, the Turk was not ready, and had not completed his mobilisation. The Bulgarian machine worked splendidly, because the Turk never had a chance to put a spoke into the Bulgarian wheel. The Bulgar had it all his own way, just as the Prussians had it all their own way in the Franco-German War. After six weeks the Turkish machine also got into working order at Chataldja, and the Bulgars never scored another success until the Serbians helped them to capture Adrianople. The Greek is infinitely the worst disciplined soldier in Europe (save, perhaps, the Spaniards and the Portuguese), and by all the rules of war the Bulgarian ought to have beaten him off the field within a week, but as a matter of fact the Greeks drove the Bulgarians out of Macedonia in thirty days, simply and solely because each individual Greek soldier was prepared to endure unrelenting hardships, and because his wonderful national pride made him entirely ignore danger. Patriotism and hardness won through, where discipline failed completely; and there is no wreck so hopeless as that of an army which has been kept together only by bonds of discipline, once those bonds have been loosed.

But to return to our German legions. Seven times in the past ten years I have been present at their grand manoeuvres. I have been much impressed with the vast massing of troops, and all the pomp and circumstance of mimic warfare, but I never have seen elsewhere manoeuvres carried out with so little regard to the possibilities of modern fighting. At manoeuvres, the German soldier or officer is taught to do things which he could not possibly perform if the enemy were using ball cartridges. Whole brigades of cavalry sweep down upon unbroken infantry in most gallant fashion, and the umpires encourage the sport. It is, perhaps, "magnificent, but it is not war." This is only one example out of a hundred deeds of folly that I have seen done. The poor fellows are accustomed to these Manchurian tactics, they are accustomed to be told by the umpires that they have succeeded, and naturally they are well pleased. But what I ask with emphasis—will be the mental attitude of the poor fellows when they try these child's tricks in real battle against a real enemy? The first result will be a heavy death-roll, and then a dead stop of the machinery, whilst the officers reconsider the situation. But what will the men be thinking? I know what I should think if I were one of them. I should blame my officers for having taught me to play the game all wrong. Now, once a soldier starts thinking that, he is not going to have much further use for discipline. The bolts that hold the military machine together will be loosened, the machine will rattle and refuse to work.

LOST OPPORTUNITIES.  
Time and time again I have seen splendid opportunities occur on the German manoeuvres for a subordinate officer to achieve a startling success by acting on his own initiative, but that would be against regulations, so the opportunity is invariably allowed to pass. Again, I have seen a whole brigade captured, just because the brigadier was waiting for orders from the general to withdraw. The order did not come in time, for the messenger had missed his road. The general admitted to me at the time that there was no object to be served in thus risking capture, but that he could not retire, because he had not received an order to do so from his superior!

There is, however, a more insidious foe at work inside the German army than even the red-tape worm—it is the ever-increasing propaganda of Socialism. Search among the lower and middle classes, and you will not find many men who have served their time in the army who are not Socialists. The galling discipline to which he has had to submit during his two years in the ranks has embittered the soldier's mind against authority; the knowledge that he can be called up at any moment to rejoin the colour, and again submit to the harsh discipline that is the ruling spirit, is an ever-present obsession. He hates the idea even more than the average middle-aged Englishman

would hate the idea of suddenly being sent back to school, and treated like a boy again by a set of particularly unsympathetic schoolmasters. Now, it is these men—these reservists—who will form the major portion of the German army when it is mobilised for war. Is it likely that they will prove enthusiastic soldiers? If one may judge by the way these men hate being called up to take part in army manoeuvres, then one knows how to answer the question. Once the Socialism which is rampant in civil life in Germany finds itself incorporated in the army, I doubt if even the iron discipline of the mailed fist will rouse it to any enthusiasm to go and get killed at the bidding of a quasi-aristocratic clique of unsympathetic officers. Nearly three years ago now it will be remembered that a crisis arose between this country and Germany over the Agadir incident. Twice during the crisis the German Stock Market and financial houses were on the verge of a stupendous collapse. Those who have studied the question closely believe that, in the event of a war, Germany has more to fear from financial difficulties than from the enemy. Victory on the battlefield is possible, but bankruptcy at home is said to be inevitable. The evil of the situation lies in the complicated system of credit which German trade has adopted in order to oust her rivals from the various markets she has coveted. Go anywhere in the Near or Far East, and you will find German commercial houses offering six months' credit to people any English money-lenders' tout would not trust for a day.

#### PROGNOSTICATIONS.

If Germany suddenly finds herself at war with some Great Power, the first act of each citizen will be to withdraw all available cash from the bank in order to leave his family something to live upon while he is away fighting—the German soldier is only paid 84d. per week. The banks will have to call in their loans from the traders, and these will be unable to realise their assets. The trader who has got £100 worth of goods out on six months' credit in China or Turkey would be glad to get £10 down in cash. The traders will thus inevitably go bankrupt, and the banks, unable to get in their money, will be obliged to stop payment. Thus the depositors will be left penniless just at the moment when they are called upon to leave their homes to go out to fight for their Fatherland. It would be in keeping with human nature if they preferred to stay at home and fight for their money back!

If, however, we judge the German Army by the accepted standard of peace manoeuvres, blinding ourselves for the time being to the considerations which I have set out above, and enter for a moment into a technical criticism of the various arms of the Service, it will be found that even the goods in the shop-window of this bubble emporium are not half-marked with that brand of super-excellence in which we have always been led to believe. The German cavalry always reminds me of the leader soldiers with which I used to play in childhood. They look simply splendid, and they are to be seen at their best when delivering an impossible charge, but the German is neither a horseman nor a horse-master; as a scout he is beneath contempt. Whether the charges to which he is accustomed will be possible on the great plains of Central Europe against modern rifle-fire remains to be seen, but there is one thing of which we may be certain: those charges will never be seen on English soil, for, with the exception of a fifty-mile-square area about Salisbury, and certain patches of the South Downs, there is no terrain in the country where cavalry could find galloping space unless the men were mounted on steppes.

#### THE GERMAN SOLDIER.

The German infantryman has two great faults: he is too fat, and tries to carry too much weight on his back, with the result that he can neither march far nor fast. There is also the additional disadvantage that, like our own men, he requires a plentiful supply of food to keep him going at all. When in close formations the work of the infantry is distinctly good, and their drill is splendid, but once the men get into anything approaching open order all initiative ceases. The German infantryman lacks the dash of the French, the doggedness of the Russian, the fatalism of the Turk, or the practical adaptability of his British rival.

## VICTOR VICTROLA



Summer entertainment for  
the bungalow and club house

PRICES FROM \$35.

EXCLUSIVE DISTRIBUTORS:

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INDO-CHINA PORTLAND CEMENT COMPANY, LTD.

FAMOUS  
DRAGON  
BRAND  
CEMENT



HIGH  
QUALITY  
BUILDING  
CEMENT

ALWAYS IN STOCK

Apply to P. SOFFIETTI & Co., 14, Des Vaux Road Central, 1st Floor, Telephone 289.  
(1048-1)

## Summer Excursions TO JAPAN

BY THE STEAMERS OF

CANADIAN PACIFIC S.S. LINE.  
PACIFIC MAIL S.S. CO.  
TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE-31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.  
Passengers may go and/or return via MANILA without additional charge by steamers calling at that Port so indicated in schedule of sailings shown below.  
The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

#### JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN.				TO JAPAN.			
YOKOHAMA LEAVE	KOBE LEAVE	NAGASAKI LEAVE	HONGKONG ARRIVE	STEAMER	HONGKONG LEAVE	NAGASAKI ARRIVE	KOBE ARRIVE
17 Aug.	18 Aug.	19 Aug.	20 Aug.	E. OF RUSSIA	15 Sept.	21 Sept.	22 Sept.
14 "	15 "	16 "	17 "	MONTEAGLE	18 "	24 "	25 "
27 "	28 "	29 "	30 "	MONTEAGLE	21 "	27 "	28 "
3 Sept.	4 Sept.	5 Sept.	6 Sept.	E. OF INDIA	24 "	30 "	31 "
10 "	11 "	12 "	13 "	SEITON MARU	27 "	3 "	4 "
17 "	18 "	19 "	20 "	KOREA	30 "	6 Oct.	7 Oct.

† Returning via Manila.

Steamers proceeding via Manila do not call at Shanghai.

[630]

As regards artillery, it is very difficult to speak, for I am convinced that, so far as this arm is concerned, everything depends upon the capacity of quickly picking up a target and hitting it. At manoeuvres, it is impossible to judge these two vital points, and such shooting statistics as do from time to time leak out are meant for foreign consumption, and are unreliable. The German engineer is too theoretical. Given the necessary material and unlimited time, he would construct the most model works imaginable, but in warfare what is wanted is a man who will contrive the essential out of the most unpromising material, and in the shortest possible space of time. I have seen their engineers bridging the Rhine with pontoons; they did it beautifully and by "numbers"; that pontoon might have been used for demonstration purposes. Unfortunately, however, a pleasure steamer barged into it, and then it took them eighteen hours to get it together again. I have seen the Greek engineers throw a crazy bridge across the Struma under heavy artillery fire in thirty minutes; there was not a correct lashing in the whole structure, and you could not go across it without getting wet, but—it served its purpose, and wet feet do not matter much in war-time!

We often hear much talk of militarism, but people in this country have no conception of what the term means—one must go to Germany to understand. In England wealth and position are the passports to courtesy and consideration; in Germany, one wears one's passport on one's back in the guise of a uniform; and according to the number of stars upon one's shoulder-straps, or the gold braid upon one's cuffs, so is one's value appraised. A shade of seniority in rank or service entitles the holder to the servile obedience of all juniors, and we betide the subaltern who does not treat his captain as a demi-god. The officers do not live in mess, and there is none of that camaraderie and good fellowship of intimacy which turn a British regiment into a happy family. In Germany officers and men alike are always on their parade behaviour. I have likened the German Army to a machine, but it is one in which all the parts are in an everlasting state of un-oiled friction against each other.

In spite of all the alarmists say, there is much hope in the idea that German military power is a highly inflated bubble, of brilliant hues, but susceptible of being pricked and burst. The only question is—who is to burst it, and when?



## SHIPPING

## ARRIVALS.

**DALIN MARU**, Japanese str., 900, K. Murakami, 18th August—Swatow 18th August, General—Osaka Shosen Kaisha.

**ERVIKEN**, Norwegian str., 1,244, Nielsen, 18th August—Kobe 18th August, General—Osaka Shosen Kaisha.

**HOKUTO MARU**, Japanese str., 2,428, K. Morita, 19th August—Keelung 18th August, General—Doddwell & Co.

**LAISANG**, British str., 2,224, F. Mooney, 19th August—Mojoi 13th August, General—Jardine, Matheson & Co.

**LOOHOW**, British str., 18th August—Canton.

**ONESTES**, British str., 2,382, Clark, 19th August—Liverpool 4th July, General—Butterfield & Swire.

**ORIENTAL**, British str., 3,055, A. L. Valentin, 19th August—Shanghai 17th August, General—P. & O. S. N. Co.

**TAIWAN MARU**, Japanese str., 1,145, M. Sawada, 18th August—Hong Kong 18th August, Coal—Osaka Shosen Kaisha.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
August 19th.

**CHINGCHOW**, British str., for Liverpool.  
**INDRAGHITA**, British str., for New York.  
**KARONGA**, British str., for Kobe.  
**SHIKOKU MARU**, Jap. str., for Keelung.

## DEPARTURES.

August 19th.

**CHINGCHOW**, British str., for Manila.  
**CHIVENS**, Chinese str., for Canton.  
**HAINAN**, British str., for Swatow.  
**HAIRANG**, British str., for Swatow.  
**KAIKONG**, British str., for Hoihow.  
**PANAMA MARU**, Jap. str., for Tacoma.  
**SOSHU MARU**, Japanese str., for Aomori.  
**TSENGHAI MARU**, Jap. str., for Miki.

## PASSENGERS.

## ARRIVED.

Per *Oriental*, for Hongkong, from Shanghai, etc., Miss Louie, Mr. S. Tsuda, Mr. Brudsky, Mr. F. W. Rawthorne, Mr. G. E. Lyndall, Mr. J. B. Emmet, Mr. J. E. Hartshorn and servant, Mr. Gander, Mr. G. Weiss and Mr. W. Davis.

## DEPARTED.

Per *Manchuria*, for San Francisco, etc., Dr. and Mrs. W. M. Butler, Mrs. S. R. McNally, Mr. Wm. H. Chappell, Miss G. Rosario, Mr. T. E. van Horn, Miss B. Blount, Mr. and Mrs. W. H. Mitchell, Mrs. E. Pearce, Mr. H. Beckwith, Mr. C. J. Serrano, Mr. J. T. Tutt, Mr. and Mrs. B. B. Rost, Mr. C. E. Anguilla, Mr. M. A. Hoffstadt, Mr. J. W. Spinks, Mr. and Mrs. E. Schenwald and child, Mr. and Mrs. L. Waldenmeyer, Sister Marie, Mr. K. S. Smith, Mr. W. A. Yenger, Mr. and Mrs. Poizat, Miss L. A. Murphy, Master W. F. Brooks, Father A. Galan, Mr. Chas. P. Meyers, Miss A. Gibson, Miss A. J. Foster, Rev. and Mrs. B. P. Roach and 3 children, Mr. and Mrs. C. Harlow, Mrs. Magasaki Uku, Mrs. Sakura Chie, Mrs. H. Muki, Mr. T. Marschall, Dr. M. E. Spinks, Mr. A. T. Tubbs, Miss M. Rosario, Mr. Von S. Nilowski, Mrs. F. A. Gray, Mr. Chas. E. Bartley, Mr. T. Coverdale, Mr. J. A. Fenton, Miss H. M. Mordock, Dr. W. L. Knedler, Mr. F. C. Kingmann, Miss M. Cunningham, Judge and Mrs. N. Bjur, Mr. H. R. Durant, Mr. and Mrs. W. Elmore and infant, Sisters Marie (2), Mr. K. Feindel, Mr. F. Christianson, Mr. M. Drevard, Mrs. S. Gertz, Mr. M. A. Bloch, Mr. and Mrs. J. F. Marshall and infant, Capt. J. F. Knox, Mrs. M. G. T. Lyons, Mr. and Mrs. W. C. Hargrave, Miss Matsumoto, Mr. C. H. Alapanga, Miss M. A. Clarke, Mr. J. Bauer, Miss W. Tanschwitz, Mr. A. de Lajudie, Miss W. McNally, Mr. P. H. Noyes, Mr. E. A. Sly, Mr. Jas. Russell, Miss G. Pearce, Mr. Victor Kearney, Mr. A. H. Cobb, Mr. A. J. Hughes, Miss M. L. Andrie, Mr. and Mrs. F. Winkler, Mr. F. P. Nickles, Capt. W. E. Kent, Father W. Deby, Mr. R. Elmore, Mr. E. A. Cise, Mr. P. Reinbach, Mr. Roger Ward, Mr. R. Rois, Band Master P. G. Brooks, Mr. R. Rois, Mr. E. H. Foot, Miss A. Carhard, Mrs. A. B. Foster, Mr. J. C. O. Anderson, Mrs. K. Tanaka, Miss H. Mariyama, Mr. E. F. Pereira, Mrs. H. Jensen, Miss L. Vanden, Mr. A. Vidal, Mr. A. Vidal, Mr. A. Bernard, Mr. E. A. Chaperon, Mr. C. F. Chaffour, Mr. F. Haefner, Mr. A. J. Deschamps, Mr. L. M. H. Souvey, Mr. L. Levy, Mr. F. J. Blanc, Mr. A. G. Deschamps, Mr. R. A. Lallier, Mr. Barbag, Mr. J. Savin, Mr. Godon, Mr. Bencher, Mr. A. Lamataga, Mr. T. Peret, Mr. A. Lemoine, Mr. R. J. Klein, Mr. T. Lepage, Mr. E. Haefner, Mr. P. Debratagne, Mr. A. Bobbs, Mr. Bruyant, Mr. Favreau, Mr. L. Veyres and Guenot.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BEETH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP via SINGAPORE, &c.	NILS	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 25th inst.
LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	Costa	JARDINE, MATHESON & Co., Ltd.	On 31st inst.
MARSHALLS via SAIGON, SINGAPORE, COLOMBO, PORT BLAIR	AMAZONE	Brit. str.	—	Costa	MESSAGERIES MARITIMES	Quick despatch.
MARSHALLS via SAIGON, SINGAPORE, COLOMBO, PORT BLAIR	KATORI MARU	Jap. str.	—	K. Asakura	NIPPON YUSEN KAISHA	On 26th inst., at 10 A.M.
VICTORIA, B.C., & SEATTLE via KEELUNG, SHAI, &c.	SADO MARU	Jap. str.	—	T. Saito	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA via KEELUNG & JAPAN	SEATTLE MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSHEN KAISHA	On 3rd Sept., at 4 P.M.
VICTORIA, B.C., & TACOMA via KEELUNG & JAPAN	MERIONETHSHIRE	Brit. str.	—	A. J. Hailey	JARDINE, MATHESON & Co., Ltd.	On 5th Sept.
VICTORIA, B.C., & TACOMA via SHANGHAI, JAPAN, &c.	MEXICO MARU	Jap. str.	2 m.	H. S. Smith	OSAKA SHOSHEN KAISHA	On 16th Sept., at 4 P.M.
VANCOUVER via SHANGHAI, JAPAN, &c.	SHINTO MARU	Jap. str.	—	Sekine	CANADIAN PACIFIC R. Co.	On 16th Sept., at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	—	Gilroy	PACIFIC MAIL S.S. Co.	On 15th Sept., at 1 P.M.
MEXICAN, PERUVIAN & CHILE PORTS via JAPAN	EMPEROR OF INDIA	Brit. str.	—	Gilroy	TOYO KISEN KAISHA	On 22nd Sept.
AUSTRALIAN PORTS via MANILA	SHINTO MARU	Jap. str.	—	Sekine	TOYO KISEN KAISHA	On 3rd Oct.
AUSTRALIAN PORTS via MANILA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	On 28th inst., at 10 A.M.
JAPAN	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	On 23rd Sept., at Noon.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	Quick despatch.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	On 27th inst., at 11 A.M.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	On 26th inst., at 5 P.M.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	On 28th inst.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	On 24th inst., at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	Quick despatch.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	To-day, at 4 P.M.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	To-morrow, at D'light.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	On 22nd inst., at M'night.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	On 26th inst.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	About 22nd inst.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	About 27th inst.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	On 28th inst., at Noon.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	Quick despatch.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	On 26th inst.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	On 22nd inst., at 2 P.M.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	On 25th inst., at 2 P.M.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	On 25th Oct.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	On 27th inst.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	On 27th inst., at 2 P.M.
YOKOHAMA, KOBE & YOKOHAMA	EMPEROR OF INDIA	Brit. str.	—	Gilroy	OSAKA SHOSHEN KAISHA	On 26th inst., at 10 A.M.

## WEATHER REPORT.

On the 19th at 11:20 p.m.—Pressure had decreased slightly in all districts except Cochin-China, where it has increased slightly. The Japanese anti-cyclone has moved eastward.

There appears to be a typhoon to the south-east of the Loochoos, probably travelling northward, and a depression over the north-west portion of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.07 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST.  
Hongkong & Neighbourhood (N.E. to E. winds, moderate; cloudy, showery.)  
Formosa Channel (Lighter variable winds.)  
South coast of China between (The same as Hongkong and Lamook.) No. 1.  
South coast of China between (Variable winds, Hongkong and Hainan.) equally.

## CHINA COAST METEOROLOGICAL REGISTER.

19th AUGUST, 1914, A.M.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Wind Direction	Force	Weather
Vladivostok	7 a.	—	—	—	—	—	—
Nemuro	6 a.	29.97	—	—	S	1	—
Hakodate	—	29.95	—	—	S	1	—
Tokyo	—	29.97	—	—	SW	1	—
Kobe	—	29.97	—	—	SW	1	—
Nagasaki	—	29.94	—	—	SW	1	—
Kagoshima	—	29.93	—	—	SW	1	—
Oshima	—	29.93	—	—	SW	1	—
Yokohama	—	29.93	—	—	SW	1	—
Shanghai	—	29.93	—	—	SW	1	—
Beifu	—	—	—	—	—	—	—
Chaofo	—	29.80	76	95	S	1	—
Wanghai	—	—	—	—	—	—	—
Hankow	—	—	—	—	—	—	—
Ichang	—	—	—	—	—	—	—
Kiukiang	—	—	—	—	—	—	—
Changsha	—	29.79	77	—	ENE	2	b
Shanghai	—	29.79	77	—	ENE	2	b
Gutai	—	29.79	77	—	ENE	2	b
Sharp Peak	7 a.	29.78	85	—	E	1	—
Amoy	6 a.	29.74	79	82	SE	1	b
Swatow	—	29.79	—	—	S	2	—
Shanghai	—	29.79	—	—	S	2	—
Taiwan	—	29.79	—	—	NE	2	—
Koshu	—	29.79	—	—	NE	2	—
Pescadore	—	29.78	—	—	NE	2	—
Canton	6 a.	29.73	78	81	E	1	—
Hongkong	—	29.71	89	95	ENE	3	b
Gap Rock	—	29.69	—	—	NE	5	—
Macao	—	29.71	77	—	NE	1	—
Wuhow	—	—	—	—	—	—	—
Hohow	—	—	—	—	—	—	—
Pakhoi	—	29.67	77	—	ENE	2	or
Phu Lien	—	—	—	—	—	—	—
Tourane	—	29.90	77	—	SW	4	—
Cape St. James	—	29.78	77	—	S	2	—
Amoy	—	29.63	77	—	—	—	—
Manila	—	29.60	77	—	SW	1	b
Legaspi	—	29.60	77	—	SW	1	b
Iloilo	9 a.	29.91	82	—	SW	1	b
Bohol	—	29.86	87	—	W	1	b
Cebu	—	29.81	83	—	W	1	b
Labuan	—	—	—	—	—	—	—

T. F. CLAXTON, Director.

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.  
2 TEMPERATURE, in the shade, in degrees Fahrenheit.  
3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.  
4 DIRECTION OF WIND, in two points.  
5 FORCE OF WIND, according to Beaufort Scale.  
6 STATE OF WEATHER, in blue sky, b. detached cloud, d. drizzling rain, f. fog, g. gloomy, h. hail, lightning, o. overcast, p. passing shower, q. squall, r. rain, s. snow, t. thunder, v. visibility, w. dew, etc.  
7 RAIN in inches, tenths and hundredths.

## HONGKONG TIDE TABLE.

From 20th to 28th August, 1914.

Days of Week	Days of Month	High WATER		Low WATER	
		H'kong. Mean Time	Height	H'kong. Mean Time	Height
Thurs.	20	h. m. 7 44	ft. 4.3	h. m. 9 53	ft. 3.6
Fri.	21	h. m. 8 35	ft. 4.3	h. m. 1 57	ft. 3.6
Satur.	22	h. m. 9 21	ft. 4.7	h. m. 3 47	ft. 3.6
Sun.	23	h. m. 10 19	ft. 5.0	h. m. 4 19	ft. 3.6
Mon.	24	h. m. 10 56	ft. 5.4	h. m. 4 51	ft. 3.6
Tues.	25	h. m. 11 47	ft. 5.7	h. m. 5 43	ft. 3.6
Wed.	26	h. m. 11 59	ft. 6.0	h. m. 6 54	ft. 3.6
		h. m. 0 49 a.	ft. 5.8	h. m. 6 7	ft. 3.6

## NOTICE TO KOWLOON RESIDENTS.

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## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.  
INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

To VANCOUVER							To L'POOL		FROM L'POOL		FROM VANCOUVER						
STEAMERS	Hong-kong	Shai Woosung	Naga-saki	Kobe	Yoko-hama	Vancon-ver	Quebec	Liver-pool	Liver-pool	Quebec	STEAMERS	Vancon-ver	Yoko-hama	Kobe	Naga-saki	Shai Woosung	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
EMPRESS OF INDIA	Wed/day 16 Sept.	19 Sept.	21 Sept.	23 Sept.	25 Sept.	7 Oct.	15 Oct.	22 Oct.	17 July	24 July	MONTEAGLE	29 July	14 Aug.	17 Aug.	Moji 19 Aug.	22 Aug.	25 Aug.
									24 July	31 July	EMPRESS OF RUSSIA	6 Aug.	17 Aug.	18 Aug.	N'saki 20 Aug.	Manila 24 Aug.	26 Aug.
									7 Aug.	14 Aug.	EMPRESS OF INDIA	20 Aug.	3 Sept.	4 Sept.	6 Sept.	Shai 8 Sept.	11 Sept.

## PASSAGE RATES—HONGKONG TO LONDON.

STEAMERS	Meals and Sleeping	VIA QUEBEC	VIA NEW YORK
EMPEROR OF RUSSIA	£71.10	£71.10	£71.10
EMPEROR OF ASIA	£65	£65	£65
EMPEROR OF INDIA	£43	£43	£43
EMPEROR OF JAPAN	£43	£43	£43
MONTEAGLE	£43	£43	£43

Hour of Departure.—All Steamers sail from Hongkong at Noon.  
Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.  
SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.  
ABOUT THE WORLD RATES in connection with SUBZ MAIL LINES OF TRANS-SIBERIAN ROUTE.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.  
SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.  
HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.  
THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.  
Passengers may proceed by Rail between Ports of Call in Japan if so desired.  
Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.  
For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

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GENERAL TRAFFIC AGENT, Corner Pedder Street and Ferry

## INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
*YOKOHAMA, KOBE and MOJI	"NAMSANG"	Thursday, 20th Aug., 2 P.M.
*SHANGHAI	"WOSANG"	Friday, 21st Aug., D'light
*MANILA	"YUENSANG"	Saturday, 22nd Aug., 2 P.M.
*SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 25th Aug., 2 P.M.
*SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Thursday, 27th Aug., 2 P.M.
*SHANGHAI	"LIENSING"	Friday, 28th Aug., Noon
*MANILA	"LOONGSANG"	Saturday, 29th Aug., 2 P.M.

## RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "FOOKSANG," "KUMSANG" and "LOVAT," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning direct to Hongkong. Time occupied 6 days.  
These vessels have all modern improvements and are fitted throughout with Electric Light.  
A day qualified surgeon is also carried.  
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.  
Taking Cargo on through Bills of Lading to Y'esse, Cheloo, T'sin, Dalny, W'wei, T'at'at' and Ch'ang.  
Telephone No. 215, Sub. Exch. 4.  
Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,  
Hongkong, 20th August, 1914.

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN



# ENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Capt. F. J. Fox	About 22nd Aug.	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	Capt. H. Powell	About 25th Aug.	Freight and Passage.
SHANGHAI	ARCADIA Capt. S. Barcham	About 27th Aug.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 19th August, 1914.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STAMERS	TO SAIL
SHANGHAI	LUCHOW	On 20th Aug. 4 P.M.
SHANGHAI	CHENAN	On 22nd Aug. 4 P.M.
WEIHAIWEI, CHEFOO & TIENSIN	KUICHOW	On 24th Aug. 4 P.M.
MANILA, CEBU and ILOILO	TAMING	On 25th Aug. 4 P.M.
HOIHOW, PAKHOI and HAIFONG	SUNGKIANG	On 28th Aug. 10 A.M.
MANILA, CEBU and ILOILO	TEAN	On 1st Sept. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LUCHOW" and S.S. "CHENAN" MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN." SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSING" and the S.S. "LIANGHONG," "LUCHOW" and "YINGHONG" having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every SATURDAY Night. These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wooming.

REDUCED FARE:—

HONGKONG TO SHANGHAI:—SINGLE \$45. RETURN \$75.  
For Freight or Passage apply to—  
HONGKONG, 20th August, 1914. BUTTERFIELD & SWIRE, AGENTS. [5]

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HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOCHOW  
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans	SATURDAY, 22nd Aug. at 2 P.M.
"HAICHING"	Capt. W. C. Pasmore	TUESDAY, 25th Aug. at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	FRIDAY, 28th Aug. at 11 A.M.

The ss. "Haitan" calling at Swatow for Passenger only.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAICHING"	Capt. W. C. Pasmore	FRIDAY, 21st Aug. at 11 A.M.
"HAIMUN"	Capt. A. H. Stewart	SUNDAY, 23rd Aug. at 10 A.M.

During the Month of August: FIRST CLASS RETURN FARES TO FOCHOW will be subject to a Reduction of 20 per cent. on the full Fares. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 20th August, 1914.

## THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA  
VIA MANILA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	On 28th Aug. 10 A.M.	On 18th Sept. 10 A.M.
ST. ALBANS	On 29th Aug. 12th Sept.	On 9th Oct. 10 A.M.
EASTERN		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. For further particulars apply to

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AGENTS

## BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "TANDA," 6,800 tons, Captain — will be despatched for AMOY, SHANGHAI, KOBE and MOJI on 25th August.  
S.S. "TAKADA," 6,800 tons, Captain Robins, will be despatched for KOBE and MOJI on 6th September.

WESTWARD

S.S. "GREGORY APCAR," 4,600 tons, Capt. J. B. O'Sullivan, will be despatched for SINGAPORE, PENANG and CALCUTTA on 27th August.  
S.S. "DUNERA," 5,389 tons, Capt. E. G. M. Dickinson, will be despatched as above on 31st August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,  
AGENTS.

Hongkong, 19th August, 1914.

# TOYO KISEN KAISHA. NIPPON YUSEN KAISHA



## SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,  
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots from Nagasaki	15th Sept.
SHINYO MARU	22,000—21 knots	TUES., 22nd Sept.
CHIYO MARU	22,000—21 knots	TUES., 20th Oct.

\* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10...	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60. ...	" " £96.10.
" " " SAN FRANCISCO	£45. ...	" " £68.

## SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the Pacific Mail S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO.

SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDERSON ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—14 knots	Saturday, 3rd October.

For Full Particulars as to Passage and Freight, apply to—

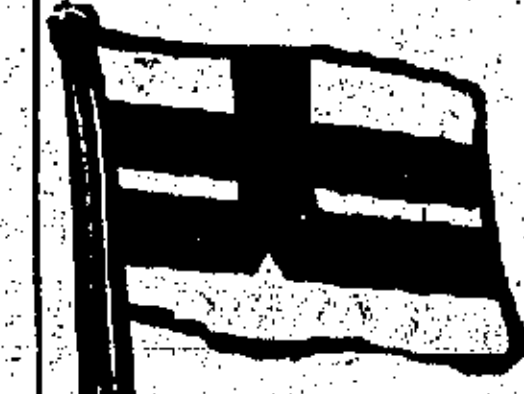
S. MORIMOTO, AGENT,  
King's Building.

TELEPHONE 281.

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## OSAKA SHOSHEN KAISHA.

REGULAR SERVICE,  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).



THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

FOR SEATTLE AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	THURSDAY, 3rd Sept., at 4 P.M.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 16th Sept., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM  
PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON NARU"	T. Yamaguchi	WED'DAY, 26th Aug., A.M.

FOR FOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAJO MARU"	Y. Yamamoto	WED'DAY, 26th Aug., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU"	K. Murakami	SUNDAY, 23rd Aug., at Noon.
"DAIGI MARU"	S. Tokushige	SUNDAY, 30th Aug., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"BOSHU MARU"	Z. Hattori	

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,  
MANAGER.

Second Floor No. 1 Queen's Building.

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## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

FROM HONGKONG: PROPOSED SAILINGS. FROM COLOMBO:

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS

Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

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# THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSHALLS, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KATORI MARU Capt. Marai	20,000	WEDNESDAY, 26th Aug., at 10 A.M.
	KAMO MARU Capt. Shimizu	16,000	WEDNESDAY, 9th Sept., at 10 A.M.
	SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 25th Aug., at 4 P.M.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	YOKOHAMA MARU Capt. S. Wada	12,500	TUESDAY, 25th Sept., at 4 P.M.
	TANGO MARU Capt. Sakine	9,600	WEDNESDAY, 2nd Sept., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. H. Takeda	9,300	WEDNESDAY, 21st Oct., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	CEYLON MARU Capt. Naguchi	12,500	SATURDAY, 22nd Aug.
BOMBAY via SINGAPORE, and COLOMBO	RANGOON MARU Capt. Kanachira	12,500	MONDAY, 14th Sept.
SHANGHAI, KOBE and YOKOHAMA	KIRIN MARU Capt. Nakamura	5,000	WEDNESDAY, 26th Aug.
MOJI and KOBE	KAWACHI MARU Capt. Nakamura	12,500	FRIDAY, 28th Aug.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Sakine	9,600	TUESDAY, 25th Aug., at 5 P.M.
KOBE and YOKOHAMA	MISHIMA MARU Capt. F. L. Sommer	16,000	WEDNESDAY, 27th Aug., at 11 A.M.

5 Fitted with New System of Wireless Telegraphy.

NOTICE.—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

## REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st Class ...	\$135	\$122	\$108	\$95
2nd " ...	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

[8-9-1]

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to	Due at MARSEILLES	Due at LONDON
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	HAI.	HONG.	MARSEILLES and LONDON	LES	PLYMOUTH (London 1 day later)
pm. Thurs.		5 p.m. Tues.	Noon. Sat.		Saturday	Friday
Aug. 20	HIMALAYA	Aug. 25	Aug. 29	MALWA	Sept. 26	Oct. 2
Sept. 3	ARGADIA	Sept. 8	Sept. 12	MOREA	Oct. 10	Oct. 16
Sept. 17	ASSAYE	Sept. 22	Sept. 26	MALOJA	Oct. 23	Thursday
Oct. 1	DEVANHA	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 5.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

	LONDON
1st Saloon "A" Accommodation Single	£65.
2nd Saloon "B" " " " " " "	£39.
"A" " " " " " "	£44.
"B" " " " " " "	£40.

	MARSEILLES
1st Saloon "A" Accommodation Single	£61.
2nd Saloon "B" " " " " " "	£35.
"A" " " " " " "	£42.
"B" " " " " " "	£38.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STAMERS.	Leave Y'HAMA	Leave SHANGHAI	Leave H'KONG	Leave S'PORE	Due at M'RSILLES	Due at LONDON
	about	about	about	about	about	about
NILE ...	Aug. 4	Aug. 13	Aug. 25	Aug. —	Sept. 23	Oct. 3
MALTA ...	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Oct. 7	Oct. 18
SARDINIA ...	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA ...	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
NAMUR ...	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single; £69 Return. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SUBTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,  
SUPERINTENDENT

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## POST OFFICE NOTICE

Mails for Mediterranean Ports will be despatched when possible direct via Suez.

The Parcel Post service to Egypt and countries beyond is for the present suspended.

FOR	PER	DATE
Holbow, Haiphong and Pakhoi	Hongkong	Thursday, 20th, 8.00 A.M.
Swatow and Bangkok	Chitao	Thursday, 20th, 11.00 A.M.
Japan via Yokohama	Namsang	Thursday, 20th, NOON
Shanghai and North China	Kuchow	Thursday, 20th, 2.00 P.M.
Shanghai and North China	Den of Air	Thursday, 20th, 3.00 P.M.
Shanghai and North China	Wosang	Thursday, 20th, 4.00 P.M.
Shanghai and North China	Eiger	Thursday, 20th, 4.00 P.M.
Swatow, Amoy, and Fuchow	Haichang	Friday, 21st, 9.00 A.M.
Swatow, Amoy, and Fuchow	Hobito Maru	Saturday, 22nd, 10.00 A.M.
Swatow, Amoy, and Fuchow	Haitan	Saturday, 22nd, NOON
Swatow, Amoy, and Fuchow	Yuenang	Saturday, 22nd, NOON
Swatow, Amoy, and Fuchow	Haitan	Saturday, 22nd, 4.00 P.M.
Swatow, Amoy, and Fuchow	Daigun Maru	Sunday, 23rd, 9.00 A.M.
Swatow, Amoy, and Fuchow	Kuchow	Monday, 24th, 2.00 P.M.
Swatow, Amoy, and Fuchow	Haichang	Tuesday, 25th, 9.00 A.M.
Swatow, Amoy, and Fuchow	Taming	Tuesday, 25th, 2.00 P.M.
Swatow, Amoy, and Fuchow	Sado Maru	Tuesday, 25th, 2.00 P.M.
Swatow, Amoy, and Fuchow	Tango Maru	Tuesday, 25th, 3.00 P.M.
Swatow, Amoy, and Fuchow	Sunghwan	Wednesday, 26th, 8.00 A.M.
Swatow, Amoy, and Fuchow	Katori Maru	Wednesday, 26th, 9.00 A.M.
Swatow, Amoy, and Fuchow	Haiyang	Friday, 28th, 9.00 A.M.
Swatow, Amoy, and Fuchow	Tsun	Tuesday, 1st, 2.00 P.M.
Swatow, Amoy, and Fuchow	Taiyuan	Wednesday, 16th, 10.00 A.M.

\* Specially superscribed correspondence only.

**MONEY LETTERS**—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO REQUISITE into alleged losses of such (Postal Guide 118).

Mails for CANTON, WUCHOW and SAMSETT are closed on week-days at 7.30 a.m. and at 4 p.m. on Sundays at 9 a.m.

Mails for MACAO closed on week-days at 7.15 a.m. and 1.15 p.m. On Sundays the mail is closed at 8 a.m.

Mails for NANTAU, SANMEI, KONGMOON and KANCHUR are closed on week-days at 4 p.m. On Sundays the mails are closed at 8 a.m.

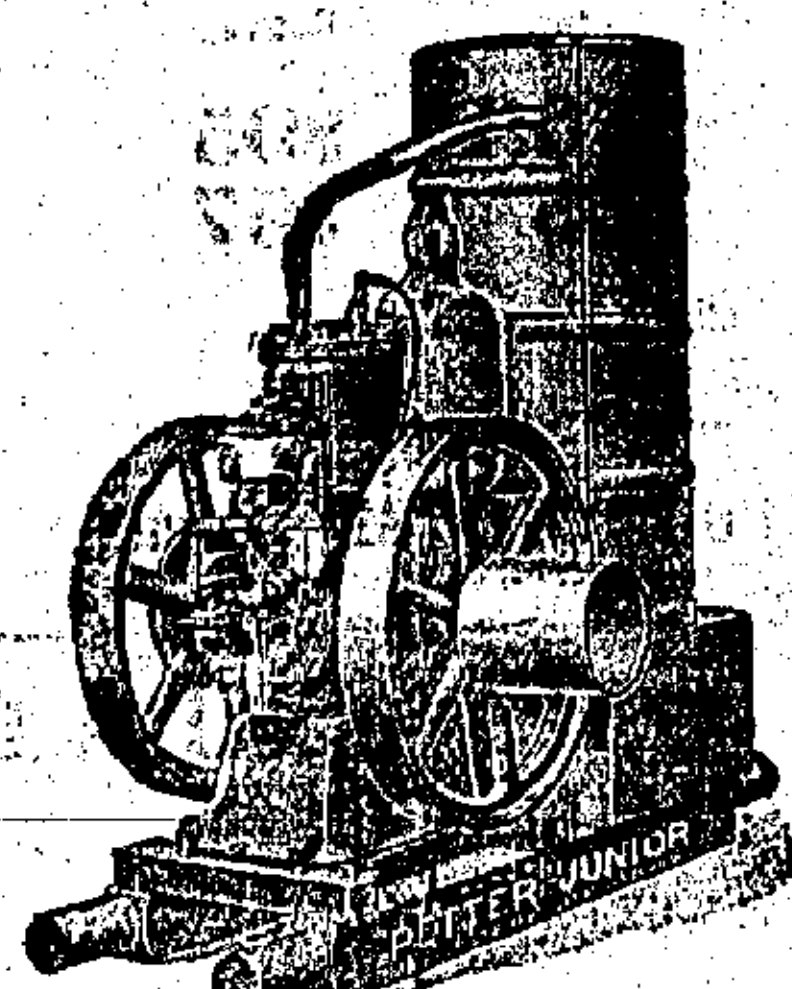
A Mail for Long Island (Cheung Chow) is despatched per steam launch Cheungchow daily at 3 p.m.

In the case of Mails closing before 9 a.m. in the morning, Registration closes at 5 p.m. on the previous evening.

REGISTRATION—Correspondence can be registered for Mails to Europe, Canada and America up to an hour before the time of closing. Registered mails to Shanghai, Japan, Straits, India, Manila and the Coast Ports of China by other than contract steamers close a quarter of an hour before the ordinary mail.

For Registration late fee by contract Packets, see time of closing above.

## ON HAND FOR SALE.



ONE 30 FOOT MOTOR LAUNCH  
Thornycroft Model Fitted with 12-14 B.H.P.  
Kerosine Engine.

ONE PORTABLE OXY-ACETYLENE  
SEARCHLIGHT with Morse Signalling  
Shutter.

ONE WIRELESS TELEGRAPH SET  
complete with Induction Coil, Overhead Wires  
Spars, &c., suitable for Coasting or Patrol Steamer.

ONE SEMI-DIESEL 8 H.P. CRUDE  
OIL ENGINE AND DYNAMO with  
Electric Searchlight.

KEROSENE OIL ENGINES "PETTER'S"  
FROM 7 TO 12 B.H.P.

For Price and Particulars, apply to—

**WM. C. JACK & CO., LTD.,**  
14, DES VŒUX ROAD, HONGKONG.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN  
VIA SHANGHAI.FORTNIGHTLY SERVICE TO AND FROM EUROPE  
VIA SUEZ CANAL.

FOR	STEAMER	TO SAIL
SHANGHAI, KOBE AND CORDILLERE		
YOKOHAMA	POLYNESIEN	
	HOMEWARD	
MARSEILLES VIA PORTS	AMAZONE	
	PAUL LECAT	

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY  
and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE  
and BLACK SEA.  
Through Tickets to LONDON via PARIS by rail.  
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa  
delivered here.

For further particulars apply to

**P. THOMAS, AGENT.**  
QUEEN'S BUILDING.

## FORTHCOMING EVENTS.

Saturday, 22nd Aug.—  
Non-Hongkong and Shanghai Banking  
Corporation Meeting of Shareholders at  
the City Hall.

Monday, 31st Aug.—  
2 p.m.—Yao Hing Loong Meeting of Creditors  
at the Registered Office.

Saturday, 16th Sept.—  
Non-Royal Aerial Waters Manufactory  
Co., Ltd., General Meeting at the Office of  
Messrs. Percy Smith, Seth & Fleming.

## ON SALE

**HONGKONG HANSARD REPORTS**  
of the MEETINGS of the  
LEGISLATIVE COUNCIL for the  
Session 1913.

Revised by THE MEMBERS.

PRICE ..... \$5.

DAILY PRESS OFFICE.  
Hongkong, 24th February, 1914

FOR EUROPE AND AMERICA,  
INDIA, AUSTRALIA, &c.,  
and for  
PRIVATE RESIDENCE AT THE OUTPOSTS,A Comprehensive and Complete Record  
of the  
NEWS OF THE FAR EAST  
is given in the

**HONGKONG WEEKLY**  
**PRESS.**

with which is incorporated  
THE CHINA OVERLAND TRADE REPORT,  
Subscription, paid in advance,  
\$12 per annum. Postage  
\$2 to any part of  
the World.

## COMMERCIAL

## CLOSING QUOTATIONS.

August 19th

ON LONDON:—	Telegraphic Transfer	1/10 1/2
	Bank Bills, on demand	1/10 1/2
	Bank Bills, at 30 days sight	1/10 1/2
	Bank Bills, at 4 months sight	1/10 1/2
	Credits, at 1 month sight	1/11
	Documentary Bills 4 months sight	1/11 1/2
ON PARIS:—	Bank Bills, on demand	nom.
	Bank Bills, at 4 months sight	nom.
ON GERMANY:—	On demand	nom.
ON NEW YORK:—	Bank Bills, on demand	45 1/2
	Credits, at 60 days sight	nom.
ON BOMBAY:—	Telegraphic Transfer	nom.
	Bank, on demand	139
ON CALCUTTA:—	Telegraphic Transfer	nom.
	Bank, on demand	139
ON SHANGHAI:—	Bank, at sight	75 nom.
	Private, 30 days sight	nom.
ON YOKOHAMA:—	On demand	50 1/2
ON MANILA:—	On demand	9 1/2
ON SINGAPORE:—	On demand	79 1/2
ON BATAVIA:—	On demand	11 1/2
ON HAITONG:—	On demand	nom.
ON SAIGON:—	On demand	83
ON BANGKOK:—	On demand	83
	ROYAL BANK'S BUYING RATE	\$10.4 1/2 nom.
	GOLD LEAF, 100 lms. per tola	\$57.40
	HAIR SILVER, per oz.	no quot.

## SUBSIDIARY COINS.

Hongkong, 20 cents piece, \$ 7.20 discount.  
Hongkong, 10 " " \$ 7.50

## MAILS VIA SIBERIA.

London  
Date  
July 29th.

Shanghai  
Date  
August 16th.

DRINK  
'O.T.'

'O.T.' BLENDS WITH ALL DRINKS. TRY IT WITH YOUR  
WHISKY, GIN OR BEER.

'O.T.' HAS A BENEFICIAL EFFECT IF YOU RISE WITH A  
FURRED TONGUE OR A BAD TASTE IN THE MOUTH. IT CORRECTS  
THE TASTE AND MAKES YOU WELL AGAIN.

DONNELLY &amp; WHYTE.

SOLE AGENTS.

TEL. 636.

Hongkong, 1st August, 1914.

[1000]

HONGKONG, CANTON, MACAO &  
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$6.00
Return " " (available also for return by day steamer)	...	10.00
Single Fare by Day Steamer	...	4.00
Return " " " " " "	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Com-  
pany's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong  
about 11 p.m.) are permitted to sleep on board till next morning without extra charge.  
Electric fans and electric light are available all night.

## HONGKONG TO CANTON. | CANTON TO HONGKONG.

THURSDAY, 20th AUGUST, 1914.

8 a.m. HONAM | 8 a.m. HEUNGSHAN.  
5 p.m. FATSHAN. | 5 p.m. KINSHAN.

FRIDAY, 21st AUGUST, 1914.

8 a.m. HEUNGSHAN. | 8 a.m. HONAM.  
5 p.m. KINSHAN. | 5 p.m. FATSHAN.

## HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. | S.S. TAI SHAN, Tons 2,006.  
HONGKONG TO MACAO  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.  
Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.  
MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

## EXCURSION TO MACAO.

SUNDAY, 23rd AUGUST, 1914.

The Company's New Steamship  
"TAISHAN"  
Will depart from the Company's Wing Lok Street Wharf at 8 a.m., and return  
from Macao at 3 p.m.  
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m.,  
and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

## CANTON-MACAO LINE.

S.S. HO SHAN.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,  
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and  
Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.  
Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the  
Company's direct Steamers LINYAN and SANUI. These vessels have superior Cabin  
accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.  
Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**  
Hotel Mansions (First Floor), opposite the Blake Pier.



The most critical smoker will find either  
of these three brands to suit his taste.

## PACIFIC MAILS S.S. CO.

OPERATING  
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons | MANCHURIA 27000 tons

KOREA 18000 tons | SIBERIA 18000 tons

CHINA 18000 tons | NILE 18000 tons

PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama,  
Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA ..... Sailing TUESDAY, 18th Sept., at 1 P.M.

KOREA ..... " TUESDAY, 6th Oct., at 1 P.M.

SIBERIA ..... " TUESDAY, 13th Oct., at 1 P.M.

CHINA (via Manila) ..... TUESDAY, 27th Oct., at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority  
of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous  
caterer. Large staterooms, equipped with electric fans, and running water. Bathing  
deck with electric heating lamps. Numerous amusements—salt water swimming,  
table, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.  
The Safety and Comfort of Pacific is our First Consideration.

For further information, rates, literature, etc., apply to

**R. C. MORTON, AGENT,**  
KING'S BUILDINGS.

Tel. No. 141.

## SHIPPING IN PORT.

## STEAMERS.

ANDRUM, British str., 3,994, Wm. Fret-  
well, 16th August—Singapore 6th  
August, Oil—Asiatic Petroleum Co.  
CHENAN, British str., 1,355, Lloyd-Jones,  
18th August—Shanghai 14th August,  
General—Butterfield & Swire.  
CHILDAN, Norwegian str., 1,102, H.  
Nielsen, 18th August—Bangkok 4th  
August, Rice—Thorsen & Co.  
CHINGCHOW, British str., 1,195, J. Doyle,  
14th August—Kwang. Xen 12th  
August, Cement—Stone—Shewan,  
Tomes & Co.  
CHRYEN, Chinese str., 1,177, W. S. Ross,  
17th August—Shanghai 11th August,  
General—Chinese.  
DEN OF AIRIE, British str., 2,995, Thom-  
son, 17th August—London 20th June,  
General—Jardine, Matheson & Co.  
DEVANOWAN, British str., 1,047, C. W.  
Waters, 18th August—Saigon 9th  
August, Rice—A. Buns & Co.  
DEUMETAN, British barque, 1,620, A.  
Watt, 18th August—New York 27th  
April, Case Oil—Standard Oil Co.  
EREN, Norwegian str., 875, E. Fingelsen,  
14th August—Dunly 7th August,  
Beans and Oil—Chinese.  
EMPIRE, British str., 4,500, E. T. Pilcher,  
n.r., 4th August—Melbourne 30th  
June, General—Gibb, Livingston &  
Co.  
FUKURA MARU, Japanese str., 1,339, T.  
Okazaki, 18th August—Mojji 10th  
August, General—Mitsui Bishi Goshi  
Kvaisha.  
HAITAN, British str., 1,660, J. W. Evans,  
17th August—Swatow 18th August,  
General—Douglas Lapraik & Co.  
HONGKONG, French str., 730, Marquerite,  
15th August—Hoihow 14th August,  
General—A. R. Marty.  
HONGKONG, Chinese str., 1,428, D. D.  
Ross, 17th August—Tientsin 9th  
August, General—Chinese.  
HUPH, British str., 1,400, A. Tucker,  
18th August—Saigon 9th August,  
Rice—Butterfield & Swire.

KALGAN, British str., 1,345, D. R. Davis,  
17th August—Saigon 13th August,  
Rice—Butterfield & Swire.  
KENTUCKY, British str., 4,278, Lee, 17th  
August—Singapore 11th August, Gen-  
eral—Shewan, Tomes & Co.  
LUOWOW, British str., 1,220, Meathrel,  
16th August—Shanghai 18th August,  
General—Butterfield & Swire.  
MACKINAW, American str., 2,005, W. G.  
Krebs, 13th August—Saigon 9th  
August, Rice and Chinese—Chinese.  
NAMANG, British str., 2,561, H. E. Gilroy,  
16th August—Calcutta 10th August,  
General—Jardine, Matheson & Co.  
PHEUMPHAN, British str., 1,045, W. C.  
Bird, 18th August—Saigon 10th  
August, Rice and General—Chinese.  
TAMON MARU No. 15, Japanese str., 1,842,  
Kobayashi, 12th August—Chingwan-  
tao 6th August, Coal—Doddwell & Co.  
TAMONMARU MARU, Japanese str., 2,560,  
S. Harakoka, 15th August—Mitsui 8th  
August, Coal—Mitsui Bussan Kaisha.  
WINAMAC, British str., 3,505, N. Mac-  
Donald, 14th August—Swatow 12th  
August, Ballast—Standard Oil & Co.  
WOSANG, British str., 1,197, J. Smith, 16th  
August—Swatow 16th August, Gen-  
eral—Jardine, Matheson & Co.  
YUENANG, British str., 1,125, P. H.  
Rolle, 18th August—Manila 15th  
August, General—Jardine, Matheson  
& Co.

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